

Heritage Precinct Name	James Street Heritage Precinct
Address	James Street (part), Williamstown
Heritage Overlay No.	HO17
Related Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1855-1900	
Designer	
Not applicable	
Builder	
Not applicable	
Statement of Significance	
What is Significant?	The James Street Heritage Precinct, which comprises all land in HO17 and generally includes properties with a frontage to James Street, Williamstown.
How is it Significant?	The James Street Heritage Precinct is of local historic and aesthetic significance to the City of Hobson's Bay.
Why is it Significant?	<p>Historically, James Street was one of the first private residential subdivisions in the area to the north of Ferguson Street and includes some of the oldest houses in this area at No. 11 and 22. Many of the houses were associated with the maritime industry in Williamstown. It is therefore important for its ability to illustrate an important phase in the early development of the Private Survey residential area when Williamstown was the main port of Melbourne. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is significant for its distinctive and consistent nineteenth century residential character, which derives from the presence of a number of architecturally significant and contributory houses which encompass a wide range of domestic architectural styles from the mid to late Victorian period. The historic setting of the dwellings is enhanced by remnant early street detailing including the basalt kerb and channels. (AHC criterion E1)</p> <p>On this basis, the following properties and other elements contribute to the significance of the precinct:</p> <ul style="list-style-type: none"> James Street (odd) 1-11, 15-19 (inclusive) (even) 2, 4, 8, 10, 14, 18, 20 and 22.. basalt kerb and channel.

Please note that 11 and 22 James Street 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

James Street was originally known as Street No. 13 until it was officially gazetted with its present name on 4 May 1855. It was named for James Moxham who advertised some of the first blocks of land for sale in this street in 1856. Early development in the street is demonstrated by the basalt houses at No. 11 (constructed c.1858) and No. 22 (c.1858), which can be seen in the Cox plan of 1864. The c.1894 MMBW Record Plan shows that the street was almost entirely developed by this stage.

Description

The James Street Heritage Precinct is a relatively intact residential precinct of predominantly detached, single-storey, houses. The street is wide and has bluestone kerbs and gutters. The houses are set back from the street by gardens, ranging from small to large. Most of the houses on the east side of the street are sited diagonally to the street boundary.

Stylistically the houses are predominantly mid to late nineteenth century, however, there are some that are Edwardian and Inter-war. The housing stock is characterised by:

- the predominant single storey scale and detached siting.
- pitched roof forms.
- detached siting.
- verandahed forms.
- punched fenestration occupying less than 50% of the wall surface.
- basalt kerb and channel.
- Fences are general low and, although not original, are generally sympathetic. There is an original cast iron palisade fence at No. 4.

The condition of the houses is good, and the integrity is moderate. Some notable examples include a locally rare example of a Victorian terrace at No.1, the block fronted single storey villa at No. 2 and the basalt double fronted houses at Nos. 11 and 22.

Integrity

High – The few modern intrusions are isolated to the northernmost part of the street.

Context

James Street is one of a number of early residential streets extending between Ferguson and Stevedore Streets.

Comparative Analysis

James Street is one of the most intact nineteenth century streets in the Private Survey Residential Precinct. The quality of housing compares with streets in the Government Survey precinct to the south of Ferguson Street.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

James Moxham, George Hunt.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

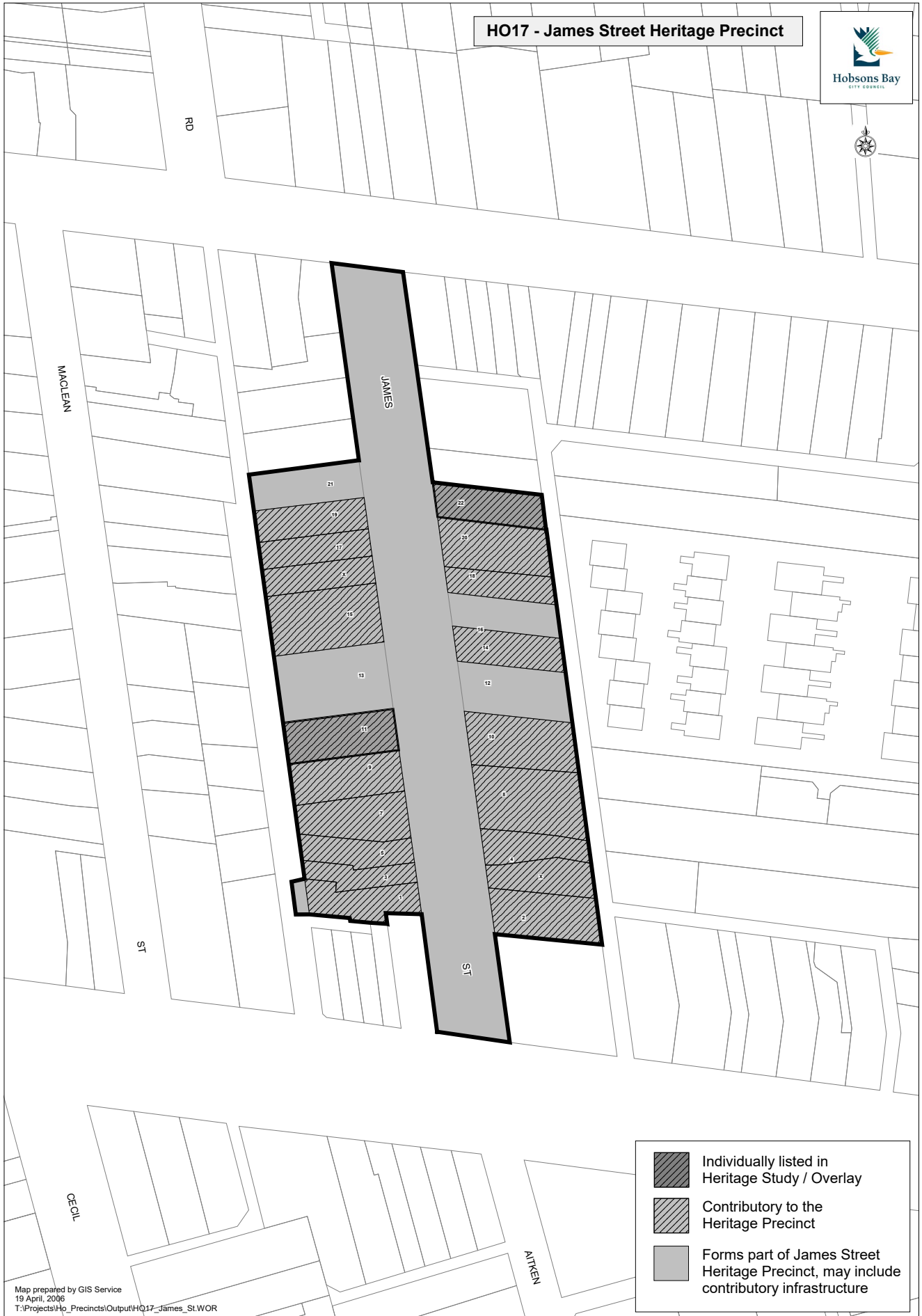
Management objectives




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 14 and 15 and 1905 Detail Plan.
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*

HO17 - James Street Heritage Precinct



-  Individually listed in Heritage Study / Overlay
-  Contributory to the Heritage Precinct
-  Forms part of James Street Heritage Precinct, may include contributory infrastructure

Map prepared by GIS Service
19 April, 2006
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Heritage Precinct Name	Lenore Crescent Heritage Precinct
Address	Lenore Crescent, Williamstown
Heritage Overlay No.	HO18
Related Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1930-1940	
Designer	
Not applicable	
Builder	
Not applicable	
Statement of Significance	
<p>What is Significant?</p> <p>The Lenore Crescent Heritage Precinct, which comprises all land in HO18 and includes all properties with a frontage to Lenore Street, Williamstown.</p> <p>How is it Significant?</p> <p>The Lenore Crescent Heritage Precinct is of local aesthetic significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Aesthetically, it is significant as a homogeneous Interwar residential street, which includes individually significant and contributory villas that are related in terms of their form, siting, scale and materials. (AHC criterion E1)</p> <p>On this basis, the following places contribute to the significance of the precinct:</p> <p>Lenore Crescent (odd) 1-11, 15 and 17; and (even) 2, 4, 8, 12-16.</p> <p><i>Please note that some heritage places within this precinct may also have an individual citation in this Study.</i></p>	

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

Lenore Crescent was originally part of Crown Allotment 9 Section 2 in the Parish of Cut Paw, one of series of rectangular allotments created in the area to the north of Ferguson Street at the same time that the original township survey of Williamstown was laid out.

The c.1894 MMBW Record Plan shows the area as part of a large area of undeveloped land, which includes the present site of the town hall. A quarry is shown close to Stevedore Street and "Chinese Huts" are also noted on this plan - It was believed that the area was used for Chinese market gardens.

Subdivision approval was given in 1912 and an article in the 15 June 1912 edition of the *Williamstown Advertiser* noted that an amendment was made to the plan originally approved by Council to replace a 'dog leg' near Stevedore Street with a 'more serpentine' street.

Construction of houses was delayed by the First World War and development did not really begin in earnest until the Interwar period. By 1936 the street was almost fully developed.¹

Description

Lenore Crescent is a residential street, running in a north-south direction, between Ferguson and Stevedore streets. Towards the centre of the street it curves slightly. Most of the houses are modest in character and are predominantly single-storey, detached, weatherboard Interwar bungalows, set back from the street by mature gardens. Their roof forms are hipped and gabled with terracotta tiles. Other characteristics of the houses are their asymmetrical form with shingled gables and canted bays, and some have leadlight windows. Front fences have mostly been replaced, but sympathetic low timber picket or steel and brick fences have been built. The street is wide and has nature strips with mature trees. Kerbs, gutters and footpaths are concrete.

The integrity of the housing stock is good and overall cohesion of the street is high. Although there are some later buildings, they are generally related in terms of their scale, set back and forms.

Other key elements include:

- All bungalows.
- 1920s single car garage, 1 Lenore Crescent.
- Edwardian cottage, 11 Lenore Crescent.
- Double-storey, English Domestic Revival style house, 15 Lenore Crescent.
- Nature strips and mature trees.

Many of the bungalows are possibly State Savings Bank of Victoria designs. (Further research is recommended to establish this).

There are a number of non-contributory buildings including the post-war and recent houses at 10, 13, 19 and 20 Lenore Crescent.

¹ Williamstown Rate Books 1935-36.

Integrity

Moderate to High.

Context

Detached single and double storey Interwar brick houses, with pitched roofs.

Comparative Analysis

Lenore Crescent compares with other Interwar streets such as Federal Street, Chandler Street, and Collingwood Road in Newport.

Thematic Context*Principal Australian Historical Theme(s)*

Making Suburbs.

Associations

State Savings Bank of Victoria?, Others – refer to individual citations 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

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 Plan No. 14 and c.1915 Detail Plan No. 54
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name	Macquarie Street Heritage Precinct
Address	Macquarie Street (part) and Stevedore Street (part), Williamstown.
Heritage Overlay No.	HO19
Related Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1850-1910	
Designer	
Not applicable	
Builder	
Not applicable	
Statement of Significance	
<p>What is Significant?</p> <p>The Macquarie Street Heritage Precinct, which comprises all land in HO19 and generally includes properties fronting Macquarie Street and Stevedore Street (between Roches Terrace and Rennie Street), Williamstown.</p> <p>How is it Significant?</p> <p>The Macquarie Street Heritage Precinct is of local historic, social and aesthetic significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Historically, Macquarie Street and Stevedore Streets were among the first private streets to be surveyed and subdivided in the area to the north of Ferguson Street and this precinct contains very early (pre-1860) examples of residential and commercial buildings as well as later buildings that demonstrate key phases of development in Williamstown during the late nineteenth and early twentieth century. This precinct is therefore notable for its ability to assist in understanding and interpreting the historic development of the private survey area north of Ferguson Street. (AHC criteria A4 and G1)</p> <p>Aesthetically, it is significant as a relatively intact example of a nineteenth century residential area, which is enhanced by individually significant buildings such as the former Alfred Hotel and the early dwelling at 3 Macquarie Street. (AHC criterion E1)</p> <p>On this basis, the following properties and other elements contribute to the significance of the precinct:</p>	

- Macquarie Street (odd) 1-9 and 13-19 (even) 4, 6, 10, 12, 16 and 18.
- Stevedore Street (even) 80-86, 90 and 92.
- Basalt kerb and channel in Macquarie Street and Stevedore Street.

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) found that:

.. 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

Macquarie Street and Stevedore Street were officially gazetted along with a number of other Williamstown streets on 4 May 1855. They are shown on the 1864 Cox Plan, which also includes early development such as the Alfred Hotel, which was constructed in 1859-60 and the house at 3 Macquarie Street, which was constructed prior to 1857. The c.1894 MMBW Record Plan shows Macquarie Street and the north side of Stevedore Street between Macquarie and Roaches Terrace were almost entirely developed by this stage.

Wilson Evans notes that Macquarie Street was known as the "Street of Pilots" because of the associations of many early owners or occupiers with the Pilots Board of Victoria.

Description

The precinct comprises detached, single-storey, weatherboard houses, which are predominantly from the Victorian era, although there are some Edwardian and Interwar houses interspersed throughout that are related in terms of their scale, materials, siting and form. The houses are generally set back from the street boundary by small gardens. Macquarie Street, and the part of Stevedore Street that falls within the precinct, are wide with bluestone and concrete kerbing and asphalt footpaths. Street boundary fences are generally not original and are a mixture of timber picket, steel, brick and woven wire. The condition of the houses is good, however, the integrity of their fabric is moderate, as many have been altered.

Key elements within the precinct include:

- Former Alfred Hotel at 92 Stevedore Street (northwest corner of Macquarie Street). (q.v.) Typical of early hotels in this area it is constructed of bluestone and sited at the property line.
- The group of Victorian-era dwellings in Stevedore Street, which includes the double-fronted villa with elaborate verandah detailing at No. 80, and the early weatherboard double-fronted cottages at Nos. 82, 84 and 86.
- The unusual double-gable Carpenter Gothic house at 3 Macquarie Street (q.v.).
- Intact Interwar bungalows at 5 and 8 Macquarie Street.
- Early Victorian houses at 10 and 12 Macquarie Street (altered) sited irregularly on their blocks.

Integrity

Moderate.

Context

The precinct forms part of the broader Private Survey heritage precinct that comprises a number of streets in the area to the north of Ferguson Street, which share some common historic or aesthetic characteristics. In terms of its primary period of historical development, it is most closely related to the James Street and Cox's Gardens sub-precincts.

Comparative Analysis

This precinct is one of three pre-1860 subdivisions within the Private Survey area that have buildings surviving from that period. The others are James Street, which is more intact, and Cox's Gardens, which is less intact.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Port Phillip Pilots Association.

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.

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*
- Cox, Commander 1864 'Hobson's Bay & River Yarra' chart
- MMBW c.1894 Record Plan No. 14 and c.1915 Detail Plan No. 57
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name	Melbourne Road Commercial Heritage Precinct
Address	Davies Street (part) and Melbourne Road (part), Newport.
Heritage Overlay No.	HO20
Related Precinct(s)	Private Survey Heritage Precinct Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1880-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Melbourne Road Commercial Heritage Precinct, which comprises all land in HO20 and generally includes properties bounded by Melbourne Road, Davies Street and Susman Street, Newport.

How is it Significant?

The Melbourne Road Commercial Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the Melbourne Road Commercial Heritage Precinct is significant for its associations with the development of the main Newport shopping centre that developed around the Newport Railway Station from the late nineteenth to early twentieth century and was second only to Williamstown commercial area in its importance. It demonstrates the development of the Newport area during the late nineteenth and early twentieth century and illustrates how retail centres developed around railway stations. (AHC criteria A4 and D2)

Aesthetically, the Melbourne Road Commercial Heritage Precinct is significant as a representative example of a late nineteenth and early twentieth century commercial precinct, which is notable for the intact upper level facades that contribute to the historic character of the Newport commercial precinct. (AHC criterion E1)

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

- 316, 328-338 and 344 Melbourne Road.

- 35 Davies Street.

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 “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.

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* adds that “By 1930 .. the move to Ferguson Street and Douglas Parade was all but complete”.

Other centres developed around stations; this shopping centre in Melbourne Road was an extension of the Newport centre that began in the late nineteenth century adjacent to Newport Station, which originally opened in 1859.

The first residential subdivisions surrounding the station were carried out in the 1880s, however these areas and the shopping centres didn’t really develop until the Edwardian to interwar period following the expansion of industry in Newport and Spotswood, including the extensive railway workshops. A new station building was constructed at Newport in 1912 to meet increased demand.

Specific history

The c.1910 MMBW Detail Plan shows only a few buildings in this part of Melbourne Road such as the shops at Nos. 316 and 336-338. Most of the development dates from the Edwardian or early interwar period including:

- Kardinia House at No. 330 and the shops and residences at 332-334 Melbourne Road, constructed c.1915.
- The former State Savings Bank of Victoria at 344 Melbourne Road (1915).
- The former UFS Dispensary at 35 Davies Street (1915).

The growth of this centre was noted at the opening of the new State Savings Bank branch in August 1915, which the *Williamstown Advertiser* reported was:

...rendered necessary by the continued growth of the Savings Bank business in this centre and the expansion which has taken place in Newport... That the commissioners of the State Savings Bank have confidence in the future of this locality is evidenced by the fact that they have erected an imposing brick branch of two stories which will be a worthy addition to the architecture of Melbourne Road.¹

Description

The Melbourne Road Commercial Heritage Precinct is a well-established small commercial centre, which predominantly comprises buildings from the late Victorian and Edwardian eras. It is an extension of the Newport commercial centre to the north although the physical connection has been diminished by the construction of the railway overpass and large traffic roundabout at the North Road intersection.

Situated on the eastern side of Melbourne Road, at the southern end of the main Newport shopping centre, it comprises single and double-storey brick timber shops built to the street boundary, which have face and rendered brick facades. The integrity of the fabric is moderate. Typically for commercial centers, the first floors, which often feature decorative Victorian and Edwardian era

¹ *Williamstown Advertiser* 7 August 1915

parapets, are substantially intact, however the ground floor shopfronts are mostly altered.

Key buildings include:

- The timber Victorian shop at 316 Melbourne Road.
- 'Kardinia', a red brick Edwardian shop at 330 Melbourne Road, with an intact tiled shopfront and a horseshoe arch balcony.
- The single storey Edwardian shops with distinctive parapets at 332-334 Melbourne Road.
- Italianate shops at 336-338 Melbourne Road.
- The red brick former State Savings Bank at 344 Melbourne Road. The ground floor of this building has been altered, however, the upper level remains substantially intact.

Integrity

Moderate.

Context

The Melbourne Road commercial heritage precinct is related to, but physically separated from the Newport Civic & Commercial precinct, which is just to the north. It forms part of the Private Survey Precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

State Savings Bank of Victoria, Independent Order of Oddfellows.

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 Plan No. 11 and c.1910 Detail Plans
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)

HO20 - Melbourne Road Commercial Heritage Precinct






DAVIES


MELBOURNE

SUSMAN

LISTON

-  Individually listed in Heritage Study / Overlay
-  Contributory to the Heritage Precinct
-  Forms part of Melbourne Road Commercial Heritage Precinct, may include contributory infrastructure

Map prepared by GIS Service
19 April, 2006
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Heritage Precinct Name	Melbourne-Geelong Road Heritage Precinct
Address	Geelong Road, Brooklyn
Heritage Overlay	Not applicable
Related Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1840-1900	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant? The Melbourne-Geelong Road Heritage Precinct, which comprises land generally within the original Melbourne-Geelong roadway reserve, together with the identified stone bridge, and town and cemetery reserve at Brooklyn.	
How is it Significant? The Melbourne-Geelong Road Heritage Precinct is of local historic and social significance to the City of Hobsons Bay.	
Why is it Significant? Historically, it is significant as the main Melbourne-Geelong route and one of the earliest roads marked through the region by Hoddle in 1840, broadly following road reserves which still exist. It was a determining factor for subsequent subdivision and road works in the form of bridges, highways, overpasses and freeways. (AHC criterion A4) Socially, it is significant as well known route of travel used by generations of travellers. (AHC criterion G1) <i>Please note that the bridge over Kororoit Creek has an individual citation in this Study.</i>	

History

With settlement in the Port Phillip District officially sanctioned after 1836 surveyor Hoddle and his staff set out to survey the District into Parishes. Cut Paw Paw and Truganina parishes, were both surveyed by 1838. Surveyors were required to mark village reserves, as well as record the lines of water courses in their surveys and W.W. Darke, when surveying the Parish of Truganina, selected a site on the Kororoit Creek on the road from Geelong to Melbourne for a Village Reserve of 202 acres. This was not named at the time, nor allotments divided up, but by the 1880s it was known as Brooklyn (the area of the village reserve is now called Altona North) The Guiding Star Hotel stood outside the village reserve, on the Geelong Road from the late 1850s (1858). The street pattern still evident at Altona North between Grieve Parade, Blackshaws Road, Millers Road and Geelong Road was shown on maps by the 1930s.

In early years, the West Melbourne swamp lay between, making road transport difficult. By 1840, however, a sketch map signed by Robert Hoddle showed the road from Melbourne to Geelong leading from a punt on the Maribyrnong River at Footscray and crossing Kororoit Creek at Brooklyn before heading in a southwesterly direction to Geelong. Although another Hoddle plan, dated a year later, suggested a route to Geelong that crossed from Williamstown and ran closer to the coast at Altona and Laverton, it appears to have been the already established route that became the main Geelong Road. This was not, however, declared a main road until the 1850s, when a ford was constructed over Kororoit Creek at Brooklyn. The ford was later damaged by floodwaters and a new ford was constructed in 1861. When the Geelong Railway line was taken over by the Government, the road's main road status was repealed, and it was left to Local Roads Boards, such as Wyndham, Footscray and Braybrook to try and maintain this road and its bridges.

The Brooklyn Reserve is one focus along the path of today's Geelong Road because of the old stone bridge which survives on the edge of the reserve. As noted above the street pattern still evokes that of the old plan. The perimeter of the village is marked by Blackshaws Road, Grieve Parade, Geelong Road and Freemans Road on the east. Inside the grid are streets such as Paw Paw Road which formed the proposed main commercial strip along with Clelland and Buchanan Streets as secondary roadways. These narrow commercial frontages were purchased by persons such as Cherry, Ferguson, Snowden, Vale, Holt, Banks and others. Around the grid, Cherry, Langhorne, Lyall and Chirnside held allotments. The area was marked as stony plains'. As late as the 1870s the area was drawn, this time by Callanan, with the Geelong Road passing the village reserve but no bridge is shown, just a dotted crossing { Cut Paw Paw C 349F}.

Work on the (MMBW) sewer and the search for work itself generated a temporary village at Brooklyn in the 1890s. In 1893, as a bridge was built to carry the sewer across Kororoit Creek and work progressed on the drains on either side of the creek, a 'temporary police headquarters' was positioned in 'the future township of Brooklyn' [presumably the village reserve] near the Guiding Star Hotel. Men living in 'tents, cornsack dwellings and other human habitations...gave the place the appearance of a gold-fields rush in the early days and descended almost to the creek'. The Guiding Star was doing a roaring trade.¹

Description

The first day tracks to Geelong started at Footscray, crossing the Maribyrnong River at the old village in a punt near the Grimes Reserve and then following today's Buckley Street to the present line of Geelong Road. Hoddle's 1840 plan showed a simple reserve at Footscray and a 'Village reserve' of 202 acres at Brooklyn. The Geelong Road of today (60m wide reserve; 55m west of the Footscray cemetery; 65m at the old Brooklyn village) forks off the road to Ballarat which in Hoddle's map was also served by a punt for the Maribyrnong crossing but did not connect with the Geelong Road. The road continues south-west from Buckley Street much as it always has but with a wider paved area, a straighter path (instead of the traditional deviations at creek crossings) and some diversions and overpasses.

The first change is at Footscray West where the Bendigo railway overpass also flies over the old Rising Sun Hotel which would have faced the road directly to court travellers. At Somerville Road

¹ Barnard (1999)

where there was once a Stony Creek crossing there is a wide intersection. The Spotswood connection to the Bendigo Railway is another overpass crossing and then the old village of Brooklyn at the Kororoit Creek crossing. There the elegant stone bridge from the 1860s survives in a small part of the old road in a 'rest area' as termed by Melway. This is legally part 'Plantation Reserve' and part 'Cemetery Reserve' but is now a security-fenced Vic Roads dumping area (CMS 2000). This road section is matched by another sharp turn on what is now known as the Old Geelong Road (40m reserve width, narrowing to 20 at creek bank) to the north (Melway 40 G10). This last section of road had been straightened by the 1930s. Both sections of road have now been bypassed by the highway. The nearby Guiding Star Hotel has also been rebuilt.

The kink in the Geelong Road to negotiate the Kororoit Creek crossing can be traced on the north and south of the current road. Approaches to the bluestone bridge retain 'Telford' road paving of large bluestone blocks set in the basal clay, cambered from a raised centre. The largest blocks are used to stabilise the edges, and sometimes a central row. Originally these were covered with a layer of crushed rock and/or gravel to form the road surface, but this is usually eroded away in the case of unmaintained roads, or covered in layers of bitumen, in the case of roads improved for motor vehicle traffic in the early 20th century. Both results can be seen near Kororoit Creek.

The section of road parallel with the east bank of the creek, north of the present road, also retains a short section of the hand laid embankment and hand dug cut, where it descends along the slope to the old bridge level.

From here the old road followed what is now marked as the Council boundary on the Melway map (40 E12). The former works camp at the intersection of Kororoit Creek Road, Fitzgerald's Road and the Princess Freeway (Melway 53 G4), preserves a section of the former two lane Geelong Road within the treed reserve which was possibly used from the 1930s-1970s as a Country Roads Board depot. In the 1970s, it was also a rest area complete with concrete CRB-pattern picnic tables. Trees include a number of mature cypress, ash and pines. As a marked contrast to this landscaped reserve, are the indigenous grasslands east of Geelong Road and north of Kororoit Creek Road which provide an insight into the environs of the road when it was first surveyed and formed (Melway 53 J4).

Merton Street crosses the Geelong Road (Melway 53 G5) as the continuation of Fitzgerald Road (in City of Wyndham), with remnants of Telford paving in the discontinued section. Similar road surfaces probably dating to the second half of the nineteenth century are likely to survive in the discontinued sections of the Geelong Road.

At Laverton there was another bump in the road's direction which is now reflected in the Old Geelong Road (60m reserve) which disappears at the Laverton RAAF base and comes out the other end as the Old Geelong Road (Melway 203 F11).

The cultural significance of this site is limited by the fabric which remains to express the full breadth of its history.

Contributory elements:

- Brooklyn cemetery reserve, Geelong Road off Brooklyn (c.1840).
- Bluestone Bridge over Kororoit Creek (1889), which is pictured on the cover of this citation.
- Precinct - Geelong Road off Brooklyn (c.1860s).
- Brooklyn Village reserve Parish of Cut Paw Paw - Clelland & Buchanan Roads, Brooklyn (c.1840).

Integrity

Low. The road reserve is partly changed but remains, however, the early road construction is substantially changed with major intrusions. The major surviving evidence is provided by the bluestone bridge at Kororoit Creek and the remnants of the approach roads.

Context

Once a road which traversed the open plains between Geelong and Melbourne towns, now set within suburban and industrial development.

Comparative Analysis

Major road and rail routes were set out across the Colony in the gold rush era, linking ports to gold mining areas in central Victoria. Generally later than this 1840 survey, many of these transport routes (roads, like the Hume Highway or freeway, and railways, like the Melbourne to Murray Valley railway) have surviving fabric from this period or immediately after, including stone bridges, culverts and early road formations and paving.

Thematic Context

Principal Australian Historical Theme(s)

Moving goods and people.

Associations

New South Wales Colonial Government, Victorian Colonial Government, Victorian Government.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes – bluestone bridge over Kororoit Creek only (refer separate citation in this Study)

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 for elements included in the Heritage Overlay.

References

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

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

Parish plan put-aways, Historic Plans Collection new roads plans (extent of Princes Highway in LGA)

Melbourne topo plan 1933 (Land and Survey Information Centre);

Hoddle, 1840 'Sydney C10' map (Land and Survey Information Centre);

Cadastral map System (CMS), Land Victoria

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	Nelson Place Heritage Precinct
Address	Cole Street (part), Nelson Place (part) and Parker Street (part), Williamstown
Heritage Overlay No.	HO21
Related Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1840-1920

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Nelson Place Heritage Precinct, which comprises all land in HO21 and generally includes all properties fronting Nelson Place between Thompson Street and Pasco Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, Nelson Place was the first and, until the end of the nineteenth century, the most important commercial centre in Williamstown when it was the main port of Melbourne and therefore played an important role in the development of the metropolis. An integral part of the Government Survey precinct, it includes some of the earliest commercial development in Williamstown and is important for its strong and long standing associations with maritime activities that defines the essential character of Williamstown and distinguishes it within the metropolitan area. It also has strong associations with many important citizens who established businesses here during the nineteenth century. (AHC criteria A4 and D2)

Socially, it has strong associations with the Williamstown community as the historic 'heart' of the town and illustrates how self-sufficient close-knit communities were established during the nineteenth century. (AHC criterion G1)

Aesthetically, it is significant as a cohesive and highly intact nineteenth century commercial precinct, which is distinguished by:

- The continuous and intact two-storey Victorian building grouping which is harmonious in scale

and siting and encompasses a variety of architectural detail prevalent in the late nineteenth century commercial development.

- The presence of a number of substantial nineteenth century commercial buildings, especially banks, designed by noted Melbourne architects some of whom had long associations with the building developers.
- The unique visual and landscape relationship between the two storey commercial development in Nelson Place, Commonwealth Reserve and Hobsons Bay, which is not found elsewhere in Melbourne.
- The unusual geometry of the intersection between Parker and Cole Streets with Nelson Place, which is emphasised by the placement on the apex of Parker and Cole Streets of the former Williamstown Post Office and framed by the banks on either corner.
- Sections of the roadway in its basic early century layout thus reinforcing the period expression of the precinct, including:
 - asphalt and some stone foot paths.
 - bluestone kerb and channel with verandah fixings evident in the kerb.
 - rare wrought-iron balustrading to open drain inlets stone paved carriage ways to the rear of some sites.
- The presence in Commonwealth Reserve of several features closely linked with Williamstown's history, including the Wilkinson Memorial Fountain (Refer separate citation), the Nelson anchor and swivel, the Tide Gauge House.
- The mature planting, rotunda and trees in the Commonwealth Reserve that provide a related period setting for the architecture.

(AHC Criterion E1)

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

- Nelson Place (odd) 125 - 233 (even) 128 (Former Customs House).
- Cole Street (odd) 1-3.
- Commonwealth Reserve.
- Bluestone kerb and channel and laneways, stone paving and mature street trees (Elm).
- Wrought iron drain guards.
- Street lamps in Nelson Place between Ferguson Street and Pasco Streets, Williamstown.
- Parker Street (odd) 1 (Former Williamstown Post and Telegraph Office).

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

1 Cole Street is not the original building – reconstruction has occurred in accordance with the ICOMOS Burra Charter.

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, Thompson 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

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.

The early development of Nelson Place is illustrated by the Prince of Wales Hotel constructed c.1858, the former Doctors residence and hotel at No. 231 constructed c.1857, and the simple shops and residences at No. 151-53, which were constructed c.1860. The former Williamstown Post Office was constructed at the intersection of Parker Street in 1860. However, most of the buildings in the precinct date from the boom years of the 1870s-1880s when trade at the port was at its peak and Nelson Place was the most important commercial precinct in Williamstown. This is demonstrated by:

- The former Customs House, designed by William Wardell, and constructed in 1872-73.
- The pair of former Banks at the intersection of Parker Street; the Bank of Australasia, designed by Reed and Barnes and constructed in 1876-77 and the former Commercial Bank of Australia, designed by Sydney Smith and Ogg and constructed in 1892.
- The former 'Salisbury Buildings', designed by local architect, CJ Polain, and constructed in 1889.

Many of the buildings have maritime connections such as the former ES&A Bank at No. 139, which was converted to a seaman's mission in 1943. As befits a maritime area there are a number of pubs, which range from the aforementioned Prince of Wales to the former Royal constructed in 1890. The

Yacht Club Hotel provides a further illustration of the strong maritime connections of this precinct.

The decline of Nelson Place during the late nineteenth century is demonstrated by the fact that few key buildings date from after 1900. Among the few examples are the 'Modern Buildings' (1909) and the Bay View Hotel (1910).

Description

Nelson Place is perhaps the best known streetscape in Williamstown. On its southern side, it presents an almost unbroken, two storey row of relatively intact mid to late nineteenth century commercial buildings, many of which were originally commercial premises on the lower floor and residences upstairs. Examples include:

- *Shops and residences, 131-137 Nelson Place.* A two-storeyed stuccoed brick and stone shop and residence quartet, built to the frontage and decorated in a conservative Italian Renaissance revival manner.
- *Former ES&A Bank, 139 Nelson Place.* A distinctive red brick, stone and stucco two storeyed Medieval-styled bank comprised of two gabled bays, each with a trefoil piercing to a central oculus set on either side of an arcaded main bay. This bank, designed by architect, Leonard Terry, was constructed in 1873 and was the second bank built outside Melbourne by the English Scottish and Australian Chartered Banking Company.
- *Shops and residences, 141-143 Nelson Place.* A two-storeyed parapeted and stuccoed shop and residence pair with symmetrical, architectural fenestration, timber shop fronts and a covered carriageway to the north. It also possesses valuable shop front details and a rare carriageway.
- *Shops and residences, 145-147 Nelson Place.* A superficially dissimilar stuccoed two storey shop and residence pair with common cornice and string moulds, and segment arched and architraved windows but differing in the cornice parapet decoration.
- *Shops and residences, 151-153 Nelson Place.* A two-storeyed stucco-fronted brick and stone (lower level) residence and shop pair with a common hipped iron-clad roof, symmetrical upper fenestration, and a simple low parapet to the facade. This building, which was built pre 1858 is a distinguishably early and rare commercial building and is amongst the earliest group of commercial buildings in Williamstown.
- *Former Bank of Australasia, 189 Nelson Place.* A two storey Italian Renaissance revival bank, faced in stucco and parapeted in form, is an original and early example of a fluent and successful design by renowned architectural firm, Reed and Barnes, and one of a pair of banks on this key intersection.
- *Former Commercial Bank of Australia, 195 Nelson Place.* A two-storeyed parapeted and stuccoed Renaissance revival bank located on an angled site and possessing a splayed-corner entrance and a shop on the north end.
- *'Salisbury Buildings', 197-203 Nelson Place.* A two-storeyed stuccoed and parapeted shop and residence row with an ornately decorated upper facade. These shops and residences are a successfully and near complete shop row using ornament and composition skillfully within a common commercial format.
- *Shops, 205 Nelson Place.* A parapeted, two-storey stuccoed brick former offices and residences with a trabeated, three-bay facade consisting of bold vesiculated pilasters between which arcaded or arched window openings are placed, with the arcades resting on stylized Ionic order columns. This building has a skillfully designed and rich facade, using a common commercial form, which is remarkably original.
- *Yacht Club Hotel, 207 Nelson Place.* A two-storeyed, parapeted stuccoed hotel with segment-arched upper fenestration and arched at the lower level.
- *Modern buildings, 217-219 Nelson Place.* This two-storey building is of an unusual neo-Classical commercial form built from an uncommon vesiculated concrete masonry and stuccoed in situ concrete.
- *House, 231 Nelson Place.* A two-storey, parapeted stucco-fronted house with bagged or painted side walls of stone rubble and an unusual two level verandah with an ogee, sheet-zinc roof and Byzantine-flavoured, tapered and turned timber columns.
- *Former Customs House, Nelson Place.* A two-storeyed, stuccoed Italian Renaissance, palazzo inspired, slated and M-hipped roof design, with a deeply bracketed cornice, upper level aedicule-form windows and lower storey arched and architraved fenestration. This Customs House is the closest of any surviving Customs House in Victoria to its original maritime context.

Nelson Place also presents a unique interface with the sea and the docking facilities which have been integrally associated with the development of Williamstown since the first official pier was completed in 1839. Unrivalled views of the Melbourne city skyline and passing ships and boats are available across the grassed expanse of the Commonwealth Reserve and through the masts and rigging of moored yachts.

Integrity

High. To the east of Parker Street, the integrity of the street on the south side is diminished by later development, but there still remain some buildings of individual significance.

Context

Nelson Place is an integral part of the broader Government Survey precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Various - Refer to individual citations.

Recommendations

Statutory protection

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

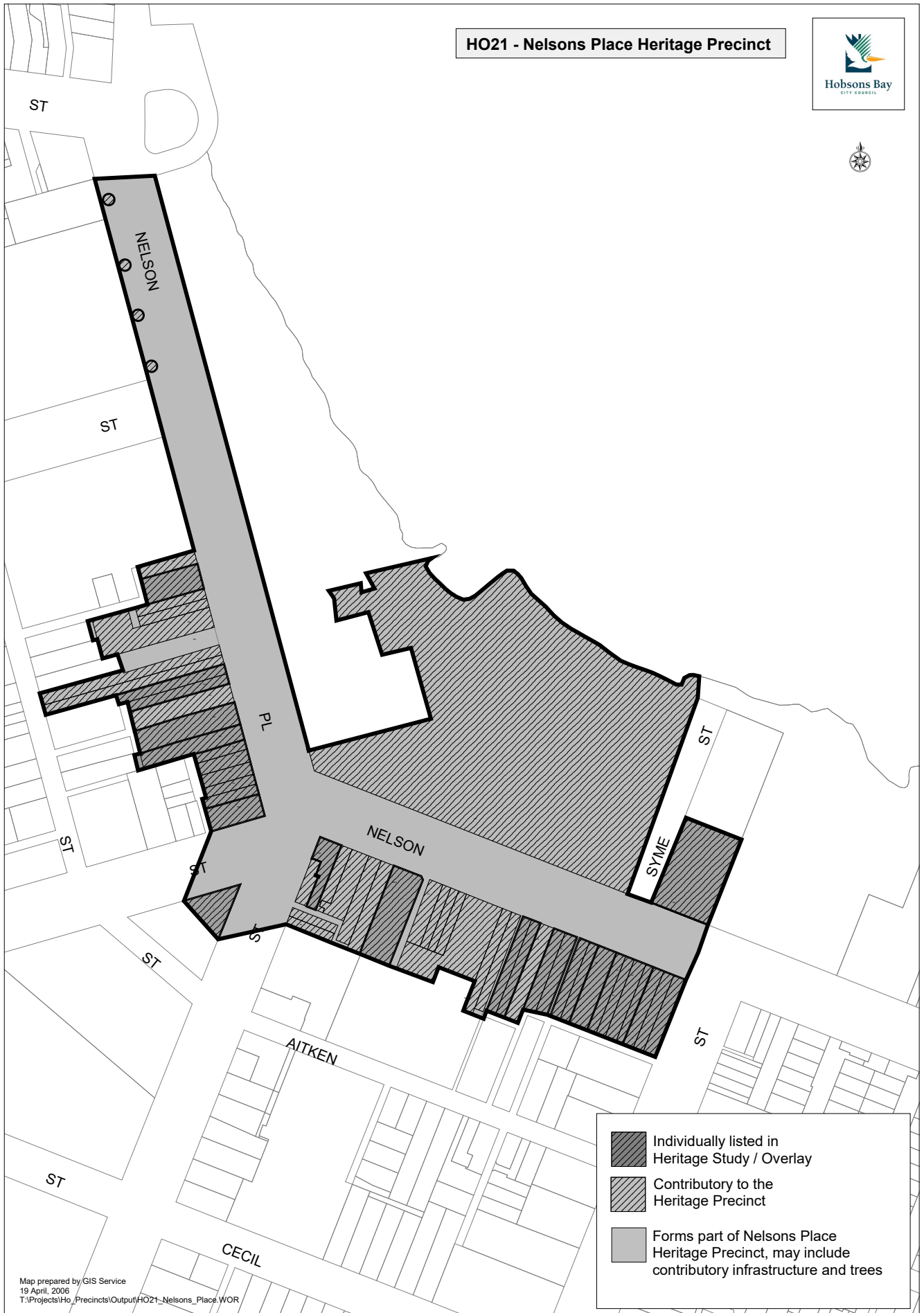
Management objectives

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 Plan No. 15 and c.1915 Detail Plan Nos. 35, 36
- The Heritage of Australia (Macmillan 1983): 3/85.
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)

HO21 - Nelsons Place Heritage Precinct



Heritage Precinct Name	Newport Civic and Commercial Heritage Precinct
Address	Elphin Street (part), Hall Street (part), Mason Street (part), Melbourne Road (part) and Walker Street (part) Newport
Heritage Overlay No.	HO22
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 Newport Civic and Commercial Precinct, which comprises all land in HO22 and generally includes the commercial precinct surrounding Newport Railway Station, Newport and includes properties in Hall Street (part), Mason Street (part) and Melbourne Road (part), Newport.

How is it Significant?

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

Why is it Significant?

Historically, it is significant as the major commercial centre within Newport locality which illustrates the nineteenth century beginnings of the area and the significant development that occurred in the Edwardian and Interwar period, which closely reflects the residential and industrial growth of the area during the same periods and how development was closely linked to the development of the railways in this area. (AHC criteria A4 and G1)

Aesthetically, it is significant as a well preserved late nineteenth and early twentieth century commercial precinct that is notable for its architectural landmark sites including the former CBA bank, Newport Hotel, Masonic Hall, VR Newport DC substation and railway station and for the continuity and visual relationships of the shops in Hall Street and Melbourne Road, which are characterized by the parapeted building forms with uniform front and side setbacks, similar wall materials and similar scale and some with early shopfronts, awnings and other detailing. (AHC criteria E1 and F1)

Socially, it is significant for its strong associations with the Newport community as an important community meeting place that has played an important role in the development of the area. (AHC criterion G1)

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

- Hall Street 1, 3-7, 9, 10 15, 18- 21, 28, 30-32, 34-36, 38-40 and 42-46.
- Mason Street 1, 11-15, 17, 18 and 24-26.
- Melbourne Road 405, 407-409, 413-417 and 421-423(Note: Melbourne Road south of North Road is situated within the Melbourne Road Commercial Heritage Precinct (HO20)).
- Newport War Memorial, median Mason Street.
- Newport Railway Station & trees.
- Newport Railway Sub-station (former).
- Bluestone kerb and channeling and laneways.

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

History

Historic context

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 butcher's 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. A market place was reserved between Parker and Cole Street in 1857, but evidence suggests that it was not a thriving commercial centre. Williamstown State School was erected on part of the site in 1878.

At Newport, the shopping centre clustered around the railway station, developing as the residential areas of the district did. At Spotswood, Hudson Road appeared early to be the commercial centre, also being located close to the railway station.¹

Specific history

The development of the Newport Civic Centre was, from the beginning, linked to the development of the railway. The first railway station, Williamstown Junction, (later renamed Newport Junction and then Newport) was opened here in 1859 and shops began to develop soon after. However, significant development did not occur until the late nineteenth century when widespread speculative subdivision occurred throughout Newport and Spotswood and the first major commercial buildings were constructed.

A new post office was constructed in 1885 in Hall Street and an imposing three storey hotel on the opposite corner in 1888. Designed by prominent Melbourne architects, they rivaled anything being built in Williamstown at the same time.

The effects of the 1890s depression 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

The new Station complex was opened in 1912, at around the same time that many of the new two storey brick shops were being erected in Hall Street. Varley's Buildings, a group of two storey

¹ Barnard (1999)

² Strahan pp.225 and 296; Elsum viii

Victorian shops, were given a new façade in 1921, while the Junction Hotel was replaced in the late 1930s by a striking new building in the Moderne style.

On the other side of the road, the local chapter of the Masons built an imposing new temple on the corner of Melbourne Road and Mason Street in 1925.

Description

The Newport Civic and Commercial Precinct has grown around the railway, reflecting the two stages of the railway's development as well as two major periods of growth in the Williamstown and Newport areas during the 1880s and the Edwardian and Interwar period. This development resulted in the growth of the residential and industrial areas of Newport and Spotswood and the civic, commercial and ecclesiastical structures erected to serve them, particularly during the Edwardian-era and immediate post World War One period. The same development periods are seen in the adjoining residential areas.

The buildings are typically well-preserved and illustrate the two main development periods (Victorian and the Edwardian/Interwar eras) well. This is particularly demonstrated by the early shopfronts and upper level facades in the commercial buildings which form a strip of development facing the railway and central open space in Mason Street. A secondary aspect of the commercial strip is the associated residential component built into many of the buildings as an indication of the live-in form of commercial tenancies in the pre-WW2 period. These can be seen from rear lanes and the adjoining residential area.

Commercial buildings make up the character of the precinct and their physical attributes are:

- Face brick (typically red) or brick and render combined or all rendered street facades and face brick rear elevations.
- Row or joined construction.
- Zero front and side setbacks.
- Two storey parapeted form in Hall Street, and predominantly single storey in Melbourne Road.
- Upper facades are usually intact with double hung timber or projecting bay windows.
- Some retain early awnings or shopfronts with plinths, some glazed tiling, timber and metal window framing, transom lights, and recessed entries being typical.

Landmark buildings within the precinct include the Newport Hotel, Newport Commercial Bank (former), Masonic Temple (former) and the Victorian Railways DC Substation (former).

Condition

The condition of buildings is generally good.

Integrity

The integrity of the precinct is Moderate overall as there are few post-war buildings.

Context

The precinct is situated within Edwardian and inter-war residential areas to the east, west and south. Industrial areas are situated to the north.

Comparative Analysis

This is the largest and most intact Edwardian and Inter-war shopping centre in the municipality. Centres that developed during similar periods are smaller (Hudsons Road) or less intact (Douglas Parade).

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing.

Associations

Various – refer to citations for individual properties.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes – to selected areas with moderate or high integrity and individual heritage places.

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*

Sands & McDougall Victorian directories (D)

Cox, Commander 1864 'Hobson's Bay & River Yarra' chart

MMBW c.1894 Record Plans 10 and 11 (Scale 160': 1")

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

Elsom, W 1934 *The History of Williamstown*

Melbourne' Army Ordinance map 1936




Cut Paw Paw parish plan C/345 put-away

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



HO22 - Newport Civic and Commercial Heritage Precinct



-  Individually listed in Heritage Study / Overlay
-  Contributory to the Heritage Precinct
-  Forms part of Newport Civic and Commercial Heritage Precinct, may include contributory infrastructure and trees

Map prepared by GIS Service
19 April, 2009
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Heritage Precinct Name	Newport Estate Residential Heritage Precinct
Address	Agg Street, Elizabeth Street (part), Mason Street (part), Miris Street (part), Newcastle Street (part), Oxford Street (part), Ross Street (part), Schutt Street (part), Speight Street (part), Steele Street (part) and Walker Street (part), Newport
Heritage Overlay No.	HO23
Related Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1885-c.1950	
Designer	
Not applicable	
Builder	
Not applicable	
Statement of Significance	
<p>What is Significant?</p> <p>The Newport Estate Residential Precinct, which comprises all land in HO23 and includes properties in Agg Street and parts of Elizabeth, Mason, Miris, Newcastle, Oxford, Ross, Schutt, Speight, Steele and Walker Streets in Newport.</p> <p>How is it Significant?</p> <p>The Newport Estate Residential 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 rapid residential growth, which occurred in the Newport area during the Edwardian-era and post World War One period. The layering of the area's history is illustrated by very early houses such as 85 Mason Street and 41 Speight Street, the line of the 1860s farmlet allotments preserved as roadways, the more numerous house allotments of the 1880s boom period and some houses from that period and evidence (by the existence of later development) of the effects of the 1890s Great Depression where many of the speculative Victorian era residential estates were left vacant for a generation. It also has associations with locally important individuals such as D McPherson and William Hall and the surveying firm of Bruford and Braim. (AHC criterion A4)</p> <p>Aesthetically, it is significant for the groups of relatively intact examples of representative housing, from the Victorian, Federation and Interwar periods. They are notable for their consistent character, which is derived from the predominantly weatherboard single storey detached houses often with a front verandah or porch, a garden or front setback, some side setback, hip or gable roof forms clad in</p>	

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 this precinct:

- Agg Street (odd) 9, 17, 19, 23-27, 35-47, 51, 53, 57-63, 67-71, 75-81, 85 and 91 (even) 2-14, 18-26, 30, 34-50, 54-90.
- Elizabeth Street (odd) 15 and 17.
- Mason Street (odd) 81-93.
- Miris Street (odd) 21-37.
- Newcastle Street 9, 20 and 24.
- Oxford Street (odd) 1-15 (even) 4-14.
- Ross Street (odd) 5-13.
- Schutt Street (odd) 31-33, 41-45, 49-53 and 57 (even) 30, 32, 36, 40, 50-56.
- Speight Street (odd) 35-53, 59, 61, 65-69, 73, 75 (does not include 75a Speight Street) and 79 (even) 36-50, 54, 56, 60, 66, 68 and 76, 82.
- Steele Street (odd) 1-9 and 13-23.
- Walker Street (odd) 19-23 (even) 24-30.

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 (this estate), as was Hall's Farm (q.v.). 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. (Barnard, 1999)

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 first laid out and remained as paddocks. This can be seen readily in the MMBW Record Plans of the area created in the mid 1890s and early 1900s, where small clusters of housing stood by railway stations with open space surrounding them despite the numerous lots created by the 19th century estates.

In this locality, it was also 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), plus the associated growth of 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. (Barnard, 1999)

The effects of the 1890s depression 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.¹

Specific history

The early historical development of this precinct is demonstrated by early maps as follows:

- In 1864 the Cox plan shows Newport as Williamstown Junction (railway line junction) with mainly open paddocks with a few houses and some remaining native forest east of the line, while the Cut Paw Paw parish plan from about the same time shows the area south of Mason Street as mainly 5 acre allotments sold in the 1860s to such persons as Watson, Wilkins, Durkin, Smith, Webber, Wilkinson, Hurley and Fleming. Above Mason Street, there was J Steele and C Williams' 77 and 67 acre farm lots.
- The 1876 'Melbourne and Suburbs' plan shows William Hall's 100 acres on the east side of the line and J Steele's lot on the west. G Williams' plot was to the north of Steele's. By this time the railway station was called Geelong Junction. South of Mason Street and east of Challis Street was the dense grid of 5-6 acre allotments, which were soon to become more closely subdivided in the 1880s.
- The Newport Estate was subsequently marketed by AT Clark & Co. in 1885, when it was described as to the west of the railway workshops. The sale attracted 1500 spectators and all 200 lots were sold at prices ranging from £15 to £38 but were immediately resold for a profit.²
- The 1892 County of Bourke atlas (Parish of Cut Paw Paw) shows a similar grid to that of the 1870s (lots 21-43) with lot 28 (South-west corner Mason Street and Melbourne Road) marked as a quarry. North of Mason Street was the present grid of streets, with Hall's 158 acre property (undivided) to the west and a 158 acre property held by the Victorian Land Company to the west of him.
- The MMBW record plan 10 of c.1894 showed the streets and some fenced lots but few houses.
- By 1936 the area topographical plan showed near total development on the blocks between Jack, Miris, Mason and the north side of Anderson Street, and between Jack and Challis and the north side of Agg Street. The other blocks had a thin sprinkle of houses. North of Mason Street most blocks south of Junction Street were developed, bordered by the quarries on the west as the line of Oxford Street and the south part of Johnston Street.

The surviving evidence of the above development phases show that the estate was developed largely in the Edwardian and inter-war periods with weatherboard detached single storey houses built on the 1880s subdivision. Major quarry sites have often remained as parklands.

¹ Strahan pp.225 and 296; Elsum viii

² Strahan p.201

Description

This precinct comprises selected parts of the Newport Estate as it was originally laid out in 1885 and includes the following properties:

- Agg Street (all).
- Elizabeth Street 15 and 17.
- Mason Street 81-93.
- Miris Street 21-37.
- Newcastle Street 1-9, 20 - 24.
- Oxford Street 2-14, 1-15.
- Ross Street 5-13.
- Schutt Street 30-56, 29-57.
- Speight Street 35-75, 36-82.
- Steele Street 5-29.
- Walker Street 19-23 and 24-32.

Located north and south of the main thoroughfare of Mason Street and west of Melbourne Road, the precinct is defined by the remaining houses from distinct periods in the residential growth of this part of the municipality during the Victorian and Edwardian to inter-war eras. The area to the north of Mason Street adjoins the former Newport quarry, now Newport Lakes.

This precinct contains some early Victorian-era houses (e.g. 85 Mason Street and 41 Speight Street), many Edwardian-era (generally Federation Bungalow style) and 1920s (generally Californian Bungalow style) houses, with some late Victorian-era houses (generally simple Italianate style). Most are weatherboard single storey detached houses set on regular sized blocks. Typically, the houses have a garden front setback, some side setback, pitched roof forms (hipped or gabled), Marseilles pattern terra-cotta tiled or corrugated iron clad roofs, and originally timber framed front fences to a maximum height of nominally 1.2m. Garages or provision for cars were not obvious in the early development of this precinct.

Comparative Analysis

Within the City, the nearby Halls Farm residential Edwardian-era and inter-war precinct is comparable and more intact. By way of comparison, Williamstown offers a more Victorian-era and Edwardian-era based residential domain.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs.

Associations

AT Clark & Co., Refer to individual citations.

Recommendations

Statutory protection


Hobsons Bay Planning Scheme:	Yes, in part. Selected groups of houses have been recommended for heritage protection because the new development between them disrupts the historical expression of the estate as a complete area.
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*
- Sands & McDougall *Victorian directories* (D)
- Cox, Commander 1864 'Hobson's Bay & River Yarra' chart
- MMBW 1894. Record Plans 10 and 11 (Scale 160':1")
- Strahan, L (1994) *At the Edge of Centre*
- Elsam, W (1934) *The History of Williamstown*
- Melbourne Army Ordinance map 1936
- Cut Paw Paw parish plan C/345 put-away
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)

Heritage Precinct Name	Newport Railway Estate No. 2 Heritage Precinct
Address	Area generally bounded by (west) Millers Road, (north) Blackshaws Road, (east) Mills Street and Hansen Street, and (south) Ross Street, Newport.
Heritage Overlay No.	Not applicable
Related Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1886	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
<p>What is Significant?</p> <p>The Newport Railway Estate No. 2, which comprises the land included in subdivision LPs 12834, 12379 south of Blackshaws Road, east of Millers Road, north of Ross Street, west of Mills Road and west of Hansen Street with parks including Cooper, Langshaw, Clement, and Irwin reserves, including all allotments, park and road reserves planned in the 1920s.</p> <p>How is it Significant?</p> <p>The Newport Railway Estate No.2 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 evocation of a period of ascendancy for new town planning ideas after WW1, and for its association with the Melbourne Metropolitan Town Planning Commission and the noted surveyor Saxil Tuxen, which is demonstrated by its use in the landmark Melbourne Metropolitan Town Planning Commission 1929 report to illustrate modern planning principles. (AHC criterion A4, F1 and H1)</p> <p>Aesthetically, the subdivision layout is significant for its rare and unusual radial planning that illustrates the latest town planning theory in the State at the time it was originally planned and laid out. (AHC criterion B2 and E1)</p> <p><i>Some heritage places within this precinct may also have an individual citation in this Study.</i></p>	

History

Historical context

*The Newport Railway Estate No. 2, between Mason, Mills and Hansen Streets and Blackshaws Road, was also planned in the mid-1920s, reputedly by Walter Burley Griffin's Company, though it is more likely that it was by well-known planner, Saxil Tuxen. Although houses did not spring up immediately on this estate, the distinctive street layout, with The Circle at the centre of a radiating grid, can still be seen and is a contrast with the subdivision of most areas within the municipality of Hobsons Bay.*¹

Specific history

This estate was originally made up of two Lodged Plans, LP 12379, and LP 12834, which were subdivisions of Crown Portions C & D, Section 6. They were declared by solicitors, Bullen & Burt, lodged by the surveyor GT Little (later Little & Brosnan) in 1927, and the consent of Council was given in the same year. The official stamp was given in 1929 and there was even a 'Little Street' included in the plan named after the surveyor.

The Melbourne Metropolitan Town Planning Commission (MMTPC) report of 1929 showed this estate layout as an example of the transformation of a 'gridiron' layout to a garden city plan, similar to what the layout is today. The Commission was able to 'remodel' submitted subdivision plans to improve them although only 0.5% of the submitted plans in the metropolis were examined by them. (Freestone)

As a context for this 'remodelling' the Victorian Town Planning Association had stated in 1924 that:

The old gridiron pattern still rules - monotonous rows of allotments, all the same size; just large enough to comply with minimum requirements; no need to contour lines, and no provision of reserves.

A prominent member of the MMTPC was Saxil Tuxen and his influence may be seen in the remodelling of this Estate. The remodelled MMTPC plan shows the section of the estate south of Blackshaws Road, north of Mason Street, east of Mills Road and west of Hansen Street with a layout that is identical today with the public reserve being the RJ Cooper Reserve. A 'General Scheme of Development Plan' (sheet 5) included in the report shows more of the estate, extending the diagonal axis to Millers Road, with park reserves dotted within the grid.

The area didn't develop until the postwar period and an aerial view of the estate in the early 1950s shows little in the way of road construction or houses, although it does show a tank farm (9 round tanks, oil storage?) in the north west corner, aligned with and west of May Street.

Description

This estate was not built on until after World War 2 such that the distinctive radial subdivision pattern is the only significant element from the original concept as 'remodelled' by the MMTPC under the guidance of Saxil Tuxen. This pattern centres on a city circle called 'The Circle' (see image on cover), with a major radial axis heading south west along McIntosh Road to Millers Road. This axis cuts through what would otherwise have been a grid plan running between Blackshaws Road and Ross Street. The subdivision is south of Blackshaws Road, east of Millers Road, north of Ross Street, west of Mills Road and west of Hansen Street with parks including Cooper, Langshaw, Clement, and Irwin reserves.

Integrity

The integrity of the street layout is High.

Context

On flat land bounded by main roads and railway routes.

¹ Barnard (1999)

Comparative Analysis

The geometric form of this estate may be seen at contemporary examples such as the Mt Eliza estate, two beach side estates at Somers, and the Mt Eagle and Glenard estates designed by Walter Burley Griffin.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Saxil Tuxen, Melbourne Metropolitan Town Planning Commission.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	No
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*

Priestley, S (1988) *Altona. A Long View* p.167


Freestone 201 plan, cites The Melbourne Metropolitan Town Planning Commission report of 1929 p.261

Victorian Titles Office (VTO) LPs 12834 and 12379

Land Victoria Aerial Melbourne & Metropolitan Project 65 Jan 1951 (Run 18, film 1424)

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	Pasco Street Heritage Precinct
Address	Aitken Street (part), Pasco Street (part) , Williamstown.
Heritage Overlay No.	HO24
Related Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1850-1920	
Designer	
Not applicable	
Builder	
Not applicable	
Statement of Significance	
What is Significant? The Pasco Street Heritage Precinct, which comprises all land in HO24 and generally includes properties with a frontage or side boundary to Pasco Street, Williamstown.	
How is it Significant? The Pasco Street Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant? Historically, Pasco Street includes examples of some of the earliest residential and commercial development in Williamstown and is important for its ability to illustrate important phases in the development of the city from during the nineteenth and early twentieth century, which includes the historical associations of the educational institutional and ecclesiastical buildings with the establishment and fostering of the Williamstown community and the associations of the owners and occupiers of some early residential buildings (late 1850s onwards) with Williamstown's early and important role as Melbourne's port. (AHC criteria A4 and D2) Aesthetically, Pasco Street is an integral part of the Government Survey precinct and exhibits characteristics that are typical of those streets within this broader precinct as well as elements that are unique. The typical characteristics include: <ul style="list-style-type: none">▪ Early or rare building styles and types such as the basalt houses and 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 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 Pasco Street are:

- The presence of a number of substantial nineteenth century houses and public buildings such as 'Tudor House' that were designed by noted Melbourne architects.
- The group of Queen Anne villas near the intersection with Melbourne Road.

(AHC criterion E1)

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

- Pasco Street (odd) 15-19, 21, 25-31, 47, 57-61, 69 and 83-93.
- Pasco Street (even) 4-16, 22-32, 50-56, 62-64 and 70-76.
- Early street layout.

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

27&29 Pasco Street are not the original dwellings – reconstruction has occurred in accordance with the ICOMOS Burra Charter.

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 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

Originally known as Elliot or Eden Street, this street was re-named for Admiral Pasco, of the British Navy, who had served under Nelson at Trafalgar and who was the father of Crawford Pasco, an early water police magistrate in Williamstown. Lots along its south side between Nelson Place and Cecil Street was among the first to be sold in the first Williamstown land sales held between 1837 and 1840, and one of the first buildings was a bluestone wool store constructed in 1840 by Alfred Langhorne at the south-west corner of Nelson Place. It was later used as a marine stockade, then as a brewery and brewery store known as Bryant's Bonded Stores before being demolished by Housing Commission of Victoria in 1960-61. On the opposite corner, the first Holy Trinity Church was erected in 1854, which was replaced by the present Church in 1870-71. The Vicarage was added in 1886 and the Sunday School facing Pasco Street was completed in 1905.

Residential and hotel development commenced in the mid to late 1850s with many early buildings being upgraded or replaced by more substantial buildings in the 1870s onwards. People associated with the nearby maritime or commercial activities in Nelson Place and the Port of Williamstown were the early owners or occupiers of many dwellings along Pasco Street. Although principally a residential street, it also has a number of visually prominent non-residential buildings, which have associations with the early community development of Williamstown.

Examples of this early development include:

- 'Ashton Villa', which was constructed in 1858 for George Ashton who was Junior Assistant Immigration Officer and among the petitioners for the first Williamstown Council in 1856.
- The former MUIOOF Hall, constructed in 1863.
- The house at No. 14, which was constructed in 1870 for a harbour boatman, Michael Colvill.
- The former Crown Hotel at the north-west corner of Cecil Street, which was constructed in 1874 for William Pearson.
- Williamstown Borough Grammar School, which was established by Williamstown Council in 1867 on a site at the corner of Verdon Street. It had a chequered history, closing and re-opening a number of times before it was acquired by the State Government and converted to a High School in 1915.

'Tudor House', designed by noted Melbourne architects Wilson & Beswicke and constructed in 1884 at the corner of Electra Street demonstrates the prosperity of Williamstown in the period when it was the main port of Melbourne during the latter part of the nineteenth century.

The MMBW Detail Plans of 1905 show that most properties in Pasco Street were developed by this stage.

Description

This precinct generally includes properties with a frontage to Pasco Street between Railway Place and Nelson Place.

On the allotment at the north-western corner of Nelson Place and Pasco Street is the Holy Trinity complex, which comprises the fine bluestone Gothic Revival styled Holy Trinity Church of England and vicarage which face Nelson Place, and the Carpenter Gothic timber Sunday School Hall facing Pasco Street. Opposite the church is the visually intrusive high-rise block of flats built by the Housing Commission of Victoria in the late 1960s on the site of a large bluestone warehouse known as Bryant's Bonded Stores.

Like other streets within the Government Survey, Pasco Street is characterized by similarly styled predominantly Victorian-era hipped roof weatherboard houses, although there are notable exceptions. The two-storey, castellated *Tudor House* (1884) and the former Wesleyan Church (1854-66) are strong corner elements at the intersection of Electra and Pasco Streets. There is a fine group of three Queen Anne villas near the intersection of Melbourne Road, which contrast with the early basalt house, 'Ashton Villa', on the opposite corner. Across Melbourne Road, 'St Ayles' is a fine example of an asymmetrical Italianate villa with an original front fence.

Commercial and public buildings such as the former Crown Hotel and the former Manchester Unity Oddfellows Hall near the corner of Cecil Street are visually prominent elements in this section of Pasco Street. Other non-residential buildings include the Williamstown High School complex at the south-west corner of Verdon Street and, in particular the dynamic Moderne two storey classroom block facing Pasco Street. The original school building is just visible to the rear of this building.

Pasco Street retains its nineteenth century street layout with a central sealed road and unmade gravel verges, and the original bluestone guttering has been retained except in the block east of Cecil Street. Elm trees are planted in an avenue formation in the gravel verges along its length; the best and most mature examples are found in the block between Electra Street and Melbourne Road. Few front fences are original, but most are low and many are in a related reproduction period style such as timber pickets.

Integrity

Moderate to Low. Inappropriate and unrelated postwar development disrupts the complete expression of Pasco Street as an historic precinct, however, there remain cohesive groups of nineteenth century and early twentieth century housing.

Context

An integral part of the broader Government Survey precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Various – 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 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.
- Negotiate with the Ministry for Housing to determine an appropriate landscaping scheme for the tower flats site to reduce its impact at street level. This should include planting of large trees compatible with the street elms to give the tower a parkland setting.

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. 29, 30, 34, 35, 37 and 38
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Place Name	Point Gellibrand Heritage Precinct
Address	approximately 24 hectares of foreshore land bounded by Kanowna Street, Hamner Street, Ann Street, Morris Street and the Cyril Curtain Reserve in the south and coastline to the east
Heritage Overlay No.	HO25
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Cultural landscape	
Significant Dates	
c.1840-1940	
Designer	
Not applicable	
Builder	Not applicable
Not applicable	
Statement of Significance	
What is Significant? The Point Gellibrand Heritage Precinct, comprising approximately 24 hectares of foreshore land bounded by Kanowna Street, Hamner Street, Ann Street, Morris Street and the Cyril Curtain Reserve in the south, and the coastline to the east.	
How is it Significant? The Point Gellibrand Heritage Precinct is of local historic, social and scientific (archaeological) significance to the City of Hobsons Bay.	
Why is it Significant? Historically and socially, Point Gellibrand is significant for its important roles as a centre of maritime, land transportation and communications activities that were essential to the earliest non-indigenous settlement and development of both Williamstown and Victoria for the following reasons: <ul style="list-style-type: none">Point Gellibrand was the site of the first permanent European settlement in the Port Phillip district. It was strategically important in terms of the defence of the infant Colony of Victoria and was the first landfall and primary disembarkation point in the colony up until the 1850s.The strategic importance of Point Gellibrand is demonstrated by Fort Gellibrand, which was one of the first steps towards the setting up of a defence system for the infant settlement of Port Phillip.The Timeball Tower demonstrates the important role of Point Gellibrand in protecting shipping, in providing standard time signals and transmission messages and for its role in the charting of the	

Bay.

- The important role of the dockyard in both State and Australian history as first the State and then the Commonwealth Shipbuilding Yard. The Alfred Graving Dock was the major single government work of its time in Victoria and one, which captured the public's imagination.
- The important role of Gellibrand, Breakwater and Nelson (Railway) Pier in the export of wheat and wool and the foundations of the unfinished wheat silos, which represent the collapse of this vitally important trade as far as Williamstown is concerned.
- The land corridor which once contained the original lines between the Williamstown Railway Station Precinct and the Gellibrand Pier and Time Ball Tower is historically significant as a tangible visual and physical reminder of the important historical link between the Williamstown line and the railway workshop, railway yard and port activities carried out at Point Gellibrand. The railway workshops were the first in Victoria and served the whole of the State until they were removed to Newport in 1889.

Historically and socially, Battery Road is significant for its strong associations with the Williamstown community for its use, both formal and informal, since the late nineteenth century as a public promenade for leisure and ceremonial purposes. (AHC criterion G1)

Scientifically, Point Gellibrand is also significant for its archaeological deposits, which have significant educative and illustrative potential for demonstrating an important formative period in Victoria's settlement. (AHC criteria A4 and D2)

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

History

Beginnings

Point Gellibrand became an important site for the members of the Port Phillip Association who followed John Helder Wedge who entered the area now included in Hobsons Bay in 1835. It was at this convenient spot that members of the association landed their stock and supplies, having crossed Bass Strait to establish their own pastoral runs here. Subsequently, it was the first choice of William Lonsdale for a settlement at Port Phillip when he arrived to take charge of the district in 1836. However, despite the deep water available here for the mooring of ships, the lack of fresh water supplies led him to settle on Melbourne, where he noted '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.

Point Gellibrand was duly established as a Government Reserve in 1837 when Williamstown was surveyed by Robert Hoddle. The survey of Williamstown by Hoddle indicates that the:

town was laid out with a south west boundary line that separated the Point Gellibrand area as a reserve.

The area was named after Joseph Tice Gellibrand, one of the first pioneers and associate of John Batman, before the new settlement was officially recognised and the name as well as the area was taken over by the Government: there is a nice contrast between the naming of the town, after the King, and the naming of the Point after Gellibrand, who was not loved by Government.

During the nineteenth and into the twentieth centuries, Point Gellibrand played an important role in the development of the Colony of Victoria.

Defence

The establishment of the Point Gellibrand Reserve was one of the first steps towards the setting up of a defence system for the infant settlement of Port Phillip. Governor Bourke had seen the reserve as the site not only for a warning beacon but for a battery to defend the new settlement and fortification ultimately ran virtually the entire length of the reserve, from the convict mustering ground in the area between the two piers to beyond the present cricket ground. Heritage Victoria notes that:

From the 1850s to the turn of the century a series of coastal defensive works were built in the Colony of Victoria in response to a perceived threat of attack from hostile warships. The battery in front of the Lighthouse had been constructed in 1855. In the early 1860s the strategy for the defence of the port of Melbourne was based on a number of shore batteries inside Port Phillip Bay. The area known as Fort Gellibrand is dominated by the earthworks and gun emplacements of the only remaining battery from four nineteenth century batteries at Point Gellibrand. These batteries were in turn part of a system of shore defences which stretched from the Point across Hobsons Bay and along the foreshore to Point Ormond. New batteries were built at the Cricket Ground, at the end of Breakwater Pier, and at the Fort. The small stone building once designated as an 'artillery store' at the fort dates from this period.¹

The importance of the Fort batteries declined from the 1890s, when they were effectively replaced by new facilities at Queenscliff and Point Nepean but they were used for practice up until the 1920s. Commonwealth activity resumed from the 1930s to the late 1940s with the adaptation and use of the site for use as an artillery proof range. A number of buildings were added to the area around the Drill Hall during this period.

Port, communication and navigation

The first construction associated with Point Gellibrand appears to have been a warning signal to ships: a barrel mounted on a staff on the rocks just off the shore, which was erected about 1839 and was the first substantial navigation aid in the colony. This was replaced by a wooden lighthouse and the still existing Point Gellibrand Lighthouse or Timeball Tower in turn succeeded that in 1849. The Timeball Tower also performed the important roles of providing standard time signals, relaying transmission messages, and assisted in the charting of the Bay.

Other early facilities established in the area included:

- A flagstaff and Harbour Masters office in 1840.
- A Marine Survey Office in c.1850.
- The first Government Observatory in the 1850s.
- The Electric Telegraph Station by 1854-55, which was the first site linked by telegraph to Melbourne.

By the 1860s, most of the above buildings had been removed to other parts of Williamstown.

The necessity to attend to the colony's shipping was recognised by the reservation of part of the area for dockyard purposes, and the subsequent building of the Government Patent Slip (began in 1856) and of the Alfred Graving Dock (1864-1874), now both part of HMAS Naval Dockyard.²

The expansion of the port's maritime activity led to the building of two great piers: Breakwater (1859-61) and Gellibrand (1854-59), with several others constructed close by, including Railway (Nelson) Pier. Breakwater, Gellibrand and Railway (Nelson) Pier were all connected by rail to the Victorian hinterland and were famous for their part in the export of wheat and wool. The foundations of the unfinished wheat silos, on the other hand, represent the collapse of this vitally important trade as far as Williamstown is concerned.

Railways

The Melbourne Mount Alexander and Murray River Railway Company was formed in 1853 to provide a rail link to port facilities at Williamstown as well as the line north to Echuca, within seven years. The Government took over the faltering project in 1856. An extensive cutting through basalt was required from Newport to Point Gellibrand and arched bluestone road bridges were built over the cutting at

¹ Heritage Victoria File No. 605420

² Evans, Port of Many Prows, p.10.

Thompson and Cole Streets. A single temporary line led to the pier by 1857, accompanied by the first of three Pier stations. The Railway pier at Point Gellibrand, which was the terminus of the line, was completed in 1858. By the time of the official opening in 1859 two tracks led past the completed Williamstown Station through the railway workshops and on to the pier. The alignment of these tracks remained amongst a plethora of other lines serving the railway workshops until 1889, and the piers and railway yards until well into the twentieth century.

Builders Kerr, Hodgson and Billings commenced work on the timber Williamstown Station building in 1858. The strap-work truss and timber Ann Street footbridge with cast iron step stringers and columns was installed c1883. A siding, signal box, weighbridge and cabin of later provenance which were located opposite the station, are no longer extant. When the line was electrified in 1916 the Thompson Street road bridge arch was removed and replaced with two composite steel and concrete spans to allow for extra clearance and more lines. The Ann Street footbridge was raised at the same time and has been considerably altered since. The station is still in use but is now the terminus of the line.

Victoria's first railway workshops were erected at Point Gellibrand and at Batman's Hill in 1858, however, the Batman's Hill workshops did not exist very long and the Point Gellibrand workshops eventually served the entire State. At Point Gellibrand, the four or five sheds, which were intended to be temporary, were used for the assembly of engines and carriages imported from England for use on the first Victorian Railways-built lines. The 'temporary' sheds were augmented by the addition of other workshops in which seven locomotives were built. The Williamstown workshops operated until the Newport workshops were opened in 1889. Like the Newport workshops after them, the Point Gellibrand workshops provided significant local employment. In 1880, 451 men were employed here.

Burial Ground

An area at the north east corner of the present intersection of Railway Terrace and Battery Road was set aside as a burial ground. This place had its origins in 1842 after the arrival of a plague ship, *Manlius*, which was ordered to remain at Gellibrand Point and a 'fever cemetery' was set up. It continued to be used for sailors, bay pilots, ships captains and other men of the sea and their families and was used until 1856. In 1857 a new 15 acre cemetery was surveyed and laid out in North Williamstown. By 1898 the Gellibrand Point cemetery was in decay with many gravestones vandalized or stolen and in October of that year the Victorian Railways obtained the approval of the North Williamstown cemetery trustees to transfer the Gellibrand Point graves to the new cemetery. This work was carried between August and September 1899 and in total 808 bodies were exhumed. A memorial was constructed in 1901 at North Williamstown over the vault where the bodies were re-buried.³

Quarrying & Battery Road

From 1852 to c.1872 prison hulks were moored off Point Gellibrand and basalt quarries were worked by prisoners and convicts. This led to the construction of a quarry tramway along the coastline and early jetty in 1854/55. The convict-built quarry tramway was elevated on an earth and stone embankment 3.6m high and was only used for a few years until ceasing operations in the late 1850s due to a reduction in quarrying activities. It may have remained dormant or was used for access as an 1864-65 map shows the tramway following the coast from the quarry to a point near the lighthouse battery, approximately in the location of part of the present Battery Road.

The exact date of Battery Road itself is not known, however, an article in the July 1876 edition of the *Williamstown Chronicle* describes how prisoner labour would be employed for a proposed road around the batteries and that it was hoped 'that during the ensuing summer a promenade round the Batteries, from the Breakwater Pier to the foot of Cole Street, will not only be practicable, but one of the nicest walks in Williamstown.' Beeston notes that:

By 1879 the easterly extension of Railway Terrace from Morris Street to the coastline was shown on maps. At the same time, the Williamstown Chronicle describes the construction of the seawall with reference to Battery Road. 'Visitors will find the trouble well repaid by strolling round the new Battery Road and inspecting the really excellent piece of masonry constructed by the prisoners as a seawall to protect the road from the action of the water. By 1880, the same paper noted 'the popularity of the new road round the Batteries is assured already for although in an unfinished state it is used as a promenade by hundreds every Sunday

³ Lewis & Aitken:1994 pp. 4-7

afternoon.’

*Of interest is an early twentieth century reference to the use of Battery Road. In 1920, it was noted that Battery Road was the best location for viewing the fleet in the Bay during Prince Edward's visit to Melbourne and the popularity of the Road was maintained. It was recorded that 'the crowd extended from the foot of Thompson Street along Battery Road to the Breakwater Pier. Vehicles of all descriptions were sheltered round the Cricket Ground from the foot of Twyford Street.'*⁴

Recreation Reserve

The Williamstown Cricket Club was formed by 1852-53 and the site of the Recreation Reserve at the southern end of Point Gellibrand was created in the 1860s. It is shown on the 1864 Cox Plan. The present Grandstand was constructed in 1930 to a design by Morsby and Coates, who also designed the Williamstown Town Hall.

Description

Point Gellibrand is approximately 24 hectares in area and is set on the eastern most end of Hobsons Bay along the coastline of Port Phillip. It is bounded by Kanowna Street, Hanmer Street, Ann Street, Morris Street, and the Cyril Curtain Reserve in the south, and the coastline on the east side.

Point Gellibrand generally consists of open parkland with low-level vegetation in most areas. The coastline inter-tidal zone contains areas of basalt outcrops and low level vegetation. The area is also interesting geologically: the volcanic coastline includes the lava blister eroded by the sea, pictured in E.S. Hill's classic *The Physiography of Victoria*.⁵ Its human history has been unusually rich.

The northern section now consists of naval dockyards, and Gellibrand and Breakwater Piers, which project into Hobsons Bay. There is a tank yard occupying the centre of the Piers and a car park south of the naval dockyards. The Time Ball Tower is located at the shore end of Breakwater Pier, with a car park adjacent.

The precinct is traversed by two key roads:

- Battery Road, which begins at the end of Nelson Place and then follows the coastline past Railway Terrace past the former Fort before turning north between the Fort and the Recreation Reserve to join Morris Street at Twyford Street. The former alignment of Battery Road to the seaward side of the Recreation Reserve that once continued to the intersection of Thompson and Morris Streets is closed to traffic, but still exists as an unmade track.

Battery Road has a degraded bitumen surface, and appears to have been progressively widened in places. On the seaward side it is partly protected by a bluestone seawall (see below). The south west section of Battery Road extending from Railway Terrace extension passing along the coastline past the Fort and on the seaward side of the Football Ground (where it is now a track) was shown on maps since the early 1890s and was referred to in newspaper articles since the 1880s. It appears to follow the basic alignment of the original convict-built tramway. The section between Railway Terrace and the extension of Nelson Place, and the section which turns north to pass between the Fort and the cricket ground to meet up with Twyford Street appear to date from a later period, most likely some time in the first half of the twentieth century.

- Railway Terrace runs in an east-west direction, centrally through the site and connects to Battery Road at the coastal end.

As described in the History many of the early buildings, places and structures have been removed or greatly modified in the years since the area was first settled. The extant historic fabric on the site includes the following:

Piers and Patent Slip

The Gellibrand Pier, including remnant railway tracks, and Breakwater Pier, including the dressed basalt retaining wall are situated at the north of the site. Nearby is the former Patent Slip.

⁴ Beeston:2002 pp.12-13

⁵ Figure 251, p.190 (1946 ed.)

Railways

The Williamstown Railway Station complex is located between Hanmer Street and Railway Terrace and is outside of the Point Gellibrand precinct proper. It comprises the station buildings and platforms, the Ann Street footbridge and the Thompson Street bridge.

Within the precinct, most of the physical evidence including all of the tracks, workshop buildings and other infrastructure associated with the Workshops and the Pier Station within the northern part of the Point Gellibrand precinct has been removed, however, some remnant railway related fabric indicative of previous railway activity including part buried sleepers, lengths of track, bricks and building stone are scattered throughout. Page 165 of 240

Fort Gellibrand

Fort Gellibrand is situated between Railway Terrace, Battery Road and the Recreation Reserve. The fort area is raised and consists of earthworks, gun emplacements, front magazine, numerous buildings including the Drill Hall and attached residential wing. The batteries have retained their original commanding view over low level open space to the former target area in the Bay. It is the only remaining physical evidence of the system of four battery positions at Point Gellibrand.

Quarries

Remnants of the early quarries can be seen in front of Fort Gellibrand. There were other throughout the precinct, which have been filled.

The Sea Wall

The sea wall follows the coastline from Breakwater Pier to the Recreation Ground. As detailed in the history, construction of the seawall adjacent to the railway reserve is believed to have commenced in the 1850s, was not completed till the 1870s, with reconstruction undertaken in the 1960s and later. There is evidence of reconstruction, with the use of concrete capping, both dressed and rock-faced bluestone, and a number of blocks appears to be recycled from buildings. There is also some evidence of earlier wall structures in the water adjacent to the existing lighthouse battery wall. Closer to the fort, the wall has been buried by landfill in places. In the Shelley Beach area, larger stone blocks are evident, concrete capping is used again, and there is clear evidence of the wall being totally re-built or reconstructed. There is a build up of sand and vegetation against the seawall, which mostly obscures it at the Shelley Beach end of the site.

Point Gellibrand Lighthouse (The Timeball Tower)

The Point Gellibrand Lighthouse was constructed in 1849 and replaced an earlier timber structure. It later became known as the Timeball Tower because it was used, from 1858 to 1926, to allow correction of ships' chronometers by the dropping of a large copper ball each afternoon at one o'clock. Wilson Evans has a detailed account of the provision of standard time signals and associated activities at Williamstown in *Port of Many Prows* on pp.108-09.

The Recreation Reserve

The Recreation Reserve at the southern end of the precinct includes the Cricket Oval with the large reinforced concrete grandstand that was constructed in 1930.

Integrity

Moderate to Low.

Context

The Point Gellibrand precinct is an integral part of the foreshore area with strong links to the maritime and defence history of Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Governing, Developing Local, Regional and National Economies, Developing Cultural Institutions and Ways of Life.

Associations

Victorian Colonial Government, Commonwealth Government.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Yes – Fort Gellibrand, Timeball Tower and Williamstown Railway Station precinct.

Register of the National Estate: Recommended

National Trust Register: Recommended

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 Character. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

A Master Plan has been prepared by Parks Victoria for this precinct. All future development should also be in accordance with this plan.

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*
- Allom Lovell & Associates (October 2002) *Hobsons Bay Planning Scheme Amendment C24. Submission to the Panel and Advisory Committee on the Proposed Inclusion of the Point Gellibrand Master Plan as an Incorporated Document in the Planning Scheme.*
- Beeston, Roger (16 October 2002) *Expert Witness Report (Heritage Assessment) Panel Hearing pertaining to Amendment C24 – Point Gellibrand Masterplan.*
- Elsum, WH (1934) *The History of Williamstown*
- Lewis, Nigel & Aitken, Richard (1994) *Williamstown Cemetery Conservation Plan.*
- Parks Victoria (2003) *Point Gellibrand Master Plan*
- Strahan, L (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plan No. 15 and 1905 Detail Plan Nos. 24, 25, 49 and 51
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name	Power Street Heritage Precinct
Address	Power Street, Williamstown
Heritage Overlay No.	HO26
Related Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1880-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Power Street Heritage Precinct, which comprises all land in HO26 and generally includes properties with a frontage or side boundary to Power Street, Williamstown (along the eastern side).

How is it Significant?

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

Why is it Significant?

Historically, Power Street illustrates the effects of the 1890s Great Depression where many speculative residential estates created in the 1880s near railway lines were left vacant for a generation until the second phase of rapid residential growth that occurred in the City during the Edwardian and Interwar periods following the development of local industries. (AHC criteria A4 and D2)

Aesthetically, it is significant as a cohesive grouping of representative housing predominantly from the late Victorian & Edwardian eras that is typical of the Private Survey subdivision precinct in Williamstown and Newport. (AHC criterion E1)

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

- Power Street (even only) 2A, 8-28, 32-54, 58, 62, 64, 68, 74-88, 94, 98-104, 110-120 and 128-132.

Some heritage places within this precinct may also have an individual citation in this Study.

History

Power Street does not exist on the Cox Map of 1864 and appears as part of a wedge of vacant land between the Melbourne Road, the Melbourne-Williamstown Railway and Ferguson Street. It was not subdivided until 1878 and the first houses were constructed in the following years – examples include Nos. 8-12, 22, 34, 38-42, 54, 58, 62, 68, 100, 104, 118, 120 and 128.

However, like many subdivisions of the 1880s, the depression that followed the boom years of the late nineteenth century meant that many lots were not developed until the Edwardian or Interwar periods. The massive expansion of local industries, particularly the nearby Newport Railway Workshops led to increased employment opportunities and consequent residential development. As a result, the street was almost fully developed by 1930.

Power Street was originally developed on one side only and once faced open land alongside the Williamstown Railway Line. This land was developed for housing in the late twentieth century.

Description

This precinct generally comprises all properties along the east side of Power Street. It is a well-established and very intact nineteenth and early twentieth century residential street that predominantly comprises single-storey Victorian & Edwardian era villas with some inter-war bungalows. There is consistency of setback, siting and scale and many of the dwellings have a high degree of external integrity. Buildings are predominantly weatherboard with hip and gable roof forms.

Bluestone kerbing and guttering and gravel verges have been replaced by concrete and a sealed road reserve.

The Monterey cypress row on the west side of the street (probable inter-war planting) has been depleted by recent mock-period housing development on the former railway reserve. These trees are unlikely to have been linked with the main development era of the street (Edwardian-era).

Integrity

The integrity of the housing on the east side is moderate to high with few non-contributory places. The construction of mock period housing on the west side has removed the distinctive outlook to an open reserve and visual connection to the railway and the railway workshops, where many early residents were employed.

Context

Power Street forms part of the western boundary of the Private Survey precinct. The mix of Victorian and Interwar development is typical of streets within this precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Unknown.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes east side only
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 consider reinstating the original bluestone kerbs and guttering and gravel verges.

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 Plan No. 14 and c.1915 Detail Plan Nos. 106, 107 and 108
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name**Private Survey Heritage Precinct****Address**

Albert Street, Alfred Place, Alma Terrace, Bath Place, Blucher Terrace, Braw Street, Bronte Court, Bunbury Street, Chandler Street, Clark Street, Clough Street, College Street, Courtis Street, Cox's Garden, Crawford Street, Dalgarno Street, Davies Street, Douch Street, Douglas Parade (part), Dover Road, Dowman Street, Effingham Road, Eliza Street, Federal Street, Ferguson Street, Franklin Street, Freyer Street, Goss Terrace, Haslam Street, Hastings Road, Henry Street, Holland Court, Hosking Street, Hotham Street, James Street, Jobson Street, John Street, Latrobe Street, Lenore Crescent, Maclean Street, Macquarie Street, Mariner Street, Melbourne Road (part), Morris Lane, Napier Street, North Road (part), Oakbank Street, Paine Street, Pearson Street, Peel Street, Pentland Street, Power Street, Princes Street, Queen Street, Rennie Street, Richard Street, Roches Terrace, Rosny Place, Russell Place, Ryans Lane, Stanley Street, Station Road, Stevedore Street, Swan Court, The Strand, Thomas Street, Union Street, Waltham Street, Waterloo Street, Wellington Street, White Street, Wilkins Street, Yarra Street and related minor streets and lanes in Newport or Williamstown

Heritage Overlay No.**HO27****Related Precinct(s)**

Cox's Garden Heritage Precinct
Dover Road and John Street Heritage Precinct
Ferguson Street Civic & Commercial Heritage Precinct (north side only)
Ferguson Street Maritime Residential Heritage Precinct
James Street Heritage Precinct
Lenore Crescent Heritage Precinct
Macquarie Street Heritage Precinct
Melbourne Road Commercial Heritage Precinct
Power Street Heritage Precinct
The Strand 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 Private Survey Heritage Precinct, which comprises all land within HO27 and is generally bounded by North Road, The Strand, Ferguson Street, Power Street and Melbourne Road in Williamstown and Newport.

How is it Significant?

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

Why is it Significant?

Historically, the Private Survey precinct is significant for its ability to illustrate the early private subdivision that began to the north of Ferguson Street soon after the formal surveying of the



Government Town to the south of Ferguson Street. It demonstrates the influence of the two main development phases of the city during the Victorian (port rise and decline) and Edwardian to Interwar periods (railway and manufacturing industry), which have created a distinctive historic development pattern that is different from the Government Survey precinct to the south of Ferguson Street. (AHC criteria A4 and D2)

Socially, the Private Survey precinct is significant for its ability to demonstrate how distinctive and often self-contained communities developed in Williamstown during the nineteenth and early twentieth centuries. (AHC criteria G1)

Aesthetically, the Private Survey is significant for the groups of predominantly late nineteenth and early twentieth century houses that, although stylistically different, share common elements of scale, siting, materials and roof forms, which create cohesive groups of distinctive character. Some streets retain early street detailing such as basalt kerb and channel and mature street trees, which enhance and reinforce the historic character. In addition:

- Alma Terrace is notable for its intact groups of Victorian double fronted villas.
- Chandler Street is notable as a nearly intact street with an almost homogeneous Interwar character.
- Douglas Parade, Melbourne Road and Stevedore Streets are notable for the commercial buildings on prominent corner sites that set these streets apart from the predominantly residential streets in the area.
- The east side of Eliza Street is notable for its intact group of Victorian single fronted villas and one double fronted brick villa.
- Federal Street is notable as a nearly intact street with an almost homogeneous Interwar character.
- The north side of Wilkins Street is notable for its groups of single and double fronted Victorian villas.

(AHC criterion E1)

Please note that some heritage places within this precinct may also have an individual citation in this Study. There are also individual citations for Cox's Garden, Ferguson Street, James Street, John Street (including part of Dover Road), Lenore Crescent, Macquarie Street, Power Street, The Strand and the commercial precinct at 316-344 Melbourne Road, which have more specific statements of significance.

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

- Albert Street (odd) 7, 11, 13, 15, 25 (rear), 33, 35, 37, 53, 55 and 67 (even) 14, 18, 20, 24, 28, 40, 42, 44-46, 48, 64, 68, 70 and 72.
- Alfred Place (odd) 7 and 11.
- Alma Terrace (odd) 1-7, 11, 17, 21-25, 31, 35, 39, 45, 49-57, 61-65, 69, 71 and 77-81 (even) 12-16, 34, 44-48, 52, 54, 58, 60, 66, 68, 72-76, 78, 80 and 82.
- Bunbury Street (odd) 11, 13, 23-27, 33-37 and 55-61 (even) 2, 4, 8-14, 28, 30, 34, 36, 54 and 60.
- Chandler Street (odd) 37-55 (even) 10-22, 26, 28, 32-36, 38 and 42-48.
- Clark Street (even) 24.
- College Street (odd) 9 (even) 24.
- Courtis Street (odd) 3, 3A-11, 17, 21-25 (even) 2, 4, 8-18.
- Cox's Garden (odd) 11 (even) 4, 10, 12 and 14. (Note: Refer to Cox's Garden Heritage Precinct (HO2))
- Crawford Street (odd) 1-5, 9, 13, 27, 31 and 33 (even) 2, 6-20 and 46.
- Dalgarno Street (odd) 13 and 15 (even) 14 and 16.
- Davies Street (odd) 1-11 and 35 (even) 2-16 and 28.
- Douch Street (odd) 3, 5 and 9 (even) 2, 6 and 10-14.
- Douglas Parade (odd) 37-43, 65, 83, 91, 93, 95-99, 117, 121-123, 133, 149, 151-159, 161, 163-

163A, 169, 171, 175-179, 181, 199, 221-239, 251, 255, 259, 261, 265, 267, 269-277, 279-291, 295, 297 and 299 (even) 60-64, 118, 122-124, 126, 146, 150, 176-186, 192, 202, 236 and 282-292. (Note: The area north of North Road is included within Grindlay's Estate Heritage Precinct (HO10) and Halls Farm Heritage Precinct (HO11))

- Dover Road (odd) 5, 7, 17, 19, 33, 35, 43, 59, 69, 79 and 95 (even) 14, 18-20, 24, 36-44, 66, 68, 70, 98, 100, 106, 108, 112, 116 and 118. (Note: (odd) 33 and 35 (even) 36-44 are located in the Dover Road & John Street Heritage Precinct (HO3))
- Effingham Road (odd) 3-9 (even) 2, 6 and 12.
- Eliza Street (even) 2-16.
- Federal Street (odd) 5-17 (even) 2-10 and 14-18.
- Ferguson Street (even only) 2, 4, 20-22, 28, 36-44, 50-58, 62, 66, 78-112, 116-120, 144-146, 176, 182, 184, 190 and 194. (Refer to Ferguson Street Civic & Commercial Heritage Precinct HO7).
- Freyer Street (odd) 1, 3 and 11-21 (even) 2-18.
- Haslam Street (odd) 7-19 and 31.
- Henry Street (odd) 1 and 3 (even) 2-8.
- Hosking Street (odd) 1-5, 15, 19, 21 and 23 (even) 2-18 and 22-36.
- Hotham Street (odd) 3, 7, 17, 19 and 27 (even) 12, 18, 22 and 24.
- James Street (odd) 1-11, 15-19 (even) 2, 4, 8, 10, 14, 18, 20 and 22. (Refer to James Street Heritage Precinct (HO17)).
- John Street (odd) 3, 5, 7, 13-17, 19, 43, 55, 59, 61 and 73-81a, 87-107 (even) 4-10, 16, 18, 24-32, 42, 62, 66-82 and 86-108. (Note: (odd) 3-37 (even) 4-32 are included in the Dover Road & John Street Heritage Precinct (HO3)).
- Latrobe Street (odd) 3, 5 and 15 (even) 4-8, 12 and 16-20.
- Lenore Crescent (odd) 1-11, 15 and 17 (even) 2, 4, 8 and 12-16. .
- Maclean Street (odd) 9 and 13 (even) 16.
- Macquarie Street (odd) 1-9 and 13-19 (even) 4, 6, 10, 12, 16 and 18 (Refer to Macquarie Street Heritage Precinct (HO19)).
- Mariner Street (odd) 11, 17, 19 and 27 (even) 24.
- Melbourne Road (odd) 109, 111, 119, 125, 143, 145, 149-163, 171-179, 191-195, 199, 205 and 211 (even) 90-112, 122-128, 138, 140, 148, 148A-156, 164-178, 180, 188, 190, 192, 196, 198, 200, 202, 204, 210-220, 230, 232, 242-250, 262, 264, 272-274, 276, 278-282, 298, 300, 302-306, 316, 328-338 and 344 (Note: The area south of Ferguson Street is included within the Government Survey Heritage Precinct (HO8) and the area north of North Road is within the Newport Civic & Commercial Heritage Precinct (HO22)).
- North Road (odd only) 29, 31, 47-61, 69, 89, 99, 109, 113, 115, 121 and 125-131 (Note: The north side is included within the Grindlay's Estate Heritage Precinct (HO10)).
- Oakbank Street (odd) 3, 5, 7, 11, 13, 15, 23, 35-39, 47-53, 57, 59, 63, 67, 69, 75, 79 and 81 (even) 2, 4, 6, 8, 12, 14, 18, 22, 24, 28, 30, 32, 34, 36, 40-52, 60, 64 and 66.
- Paine Street (odd) 1, 3, 7, 9 and 11 (even) 4.
- Pearson Street (even) 4.
- Peel Street (odd) 1 (note - 1a & 1b are non-contributory), 7-13, 25, 27, 33-37, 43, 47-65, 69 (even) 4-8, 24, 30-34, 44, 48, 52-58 and 62-66.
- Pentland Street (even) 2, 4-6, 8-10, 12 and 14.
- Power Street (even) 2A, 8-28, 32-54, 58A, 62, 64, 68, 74-88, 94, 98-104, 110-120 and 128-132 (Tennis Club Pavilion)(Refer to Power Street Heritage Precinct (HO26)).
- Princes Street (odd) 9, 11, 15-19, 25, 27, 37-47, 51-55, 59, 63, and 71-79 (even) 8, 10, 20-30, 44-48, 54, 56 and 60-64.

- Queen Street (even) 4, 6, 32 (Rear, facing 25 Albert Street) and 36.
- Rennie Street (even) 4-6, 8-10, 12, 14, 20 and 22.
- Richard Street (odd) 21 (even) 2, 4, 6, 8, 10, 12 and 14.
- Russell Place (odd) 7, 9 and 11, 13, 21-33 (even) 6, 8, 14, 16, 20-26 and 32-62.
- Station Road (odd) 1, 7, 13 and 19 (even) 20-24 and 34.
- Stevedore Street (odd) 11, 13, 21, 45, 53-57, 81, 83, 101, 103, 105, 117 and 119 (even) 2, 8, 10, 16-24, 46-54, 80-92, 110 and 112 (Note: Nos 80-92 are located within the Macquarie Street Heritage Precinct (HO19)).
- The Strand (odd and even) 4, 5, 8-9, (fences only) 10-14, 22, 24, 27, 28, 30, 53, 62, 63, 67-68, 69, 74, 75, 77 and 94.
- Thomas Street (even) 20 and 28.
- White Street (odd) 1-9, 15-21, 25, 27 (even) 20, 22.
- Wilkins Street (odd) 1, 3, 23, 25, 27, 41, 43 and 83 (even) 10-18, 20, 22-26, 34-46, 52, 54, 56, 70, 72, 78-86 and 92.
- Yarra Street (odd) 1, 15, 27, 37, 39, 45-55, 59, 77, 81, 83, 87 and 91-95 (even) 22, 24, 40, 42, 46-50A, 56, 62, 64, 68, 70, 74, 78 80, 86, 90 and 92.

History

Thematic history

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* (1993) notes that:

Williamstown handled most of Melbourne's shipping before the gold rushes, for only small vessels could pass up the Yarra, so a fleet of lighters had to bring up cargoes from larger ships anchored in the Bay.

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.

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. It had always provided a link between the Bay and Melbourne when people wanted to avoid the Yarra, or could not get up it. With the railway pier, Sandridge could begin to compete - although not at all significantly at first - for a share in the deep-water cargoes.

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.

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.

Railway workshops and industry

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.

Toward the end of the nineteenth century and during the early twentieth century many new industries (many of them associated with the massive Newport Railway workshops) began to establish in Newport and Spotswood:

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). From the first [sic] the workshops were a major employer. The railway employees together with those in other government employment, gave Williamstown the reputation of being a government town. as late as 1898, 60% of the male factory work force in Williamstown was employed in the factory workshops.

Although no industries were situated in the Private Survey area proper they were just outside its borders to the north in Spotswood and in the case of the Newport Railway workshops, just to the west of the railway lines. They filled the vacuum left by the decline of the port and led to a new wave of residential and commercial development in the Edwardian and Interwar period.

Specific history

Overview

The beginnings of the Private Survey area to the north of Ferguson Street are described in the *City of Williamstown Conservation Study* (1993) as follows:

.. 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.

A c.1860 plan entitled 'Shewing streets at present formed or in progress of formation' prepared by A Jackson of the 'Survey Office, Williamstown' shows the embryonic street pattern that appears to extend as far as what is now Yarra Street, which is noted as the 'Township boundary'. Streets such as The Strand, Dover Road, Stevedore Street, Macquarie Street, Elizabeth Street, James Street, John Street and Cox's Gardens appear to be part of the original map, while streets such as Russell, Union, Albert, Princes, Thomas, College and Rennie appeared to have been added later. This plan also lists the streets that were gazetted on 4 May 1855; Many of those to the north of Ferguson Street were described as "Streets dedicated by the owners of the soil to Public Purposes", while those to the south were noted as being created by the Government.

Speculative subdivision continued throughout the nineteenth century, however, like other parts of Williamstown the MMBW c.1894 Record Plans and c.1910 Detail Plans show that many streets remained largely undeveloped until the early twentieth century. Among the last streets to be laid out were Chandler Street and White Streets that formed part of a subdivision of an area of land known as 'Smiths Paddock', and Lenore Crescent in 1912, which was part of land shown on the c.1905 MMBW plans as 'Chinese Gardens'. By 1915, the street pattern as it exists today was largely laid out – the only exception was Federal Street, which was shown as "Proposed Street" on a 1915 plan.

Residential

Residential development began in the areas closest to Ferguson Street, which were generally subdivided first, in streets such as James Street, Cox's Garden, Dover Street (now Maclean Street), Stevedore Street, Macquarie Street and Rennie Street, which were subdivided by 1860 and houses were shown in these streets on the Cox Plan of 1864. These houses included the basalt cottages at 11 and 22 James Street constructed in 1859, and the house at 3 Macquarie Street.

Maritime villas also spread out almost along the whole length of The Strand. Early houses included 'Mandalay' in 1859, and the house now at No. 63 in 1858. Houses in locations that would have then

seemed remote from the fledgling settlement were constructed in what is now Albert Street in 1860 (now at the rear of 32 Queen Street) and the corner of Yarra Street and The Strand in 1860 (now 1 Yarra Street).

Development in the northern part of the precinct closer to Newport was more limited. However, small groups of houses did emerge in walking distance of the Newport Railway Station such as at the western end of North Road, where the houses now at 115 and 131 North Road were constructed by c.1875.

This first period of development co-incided with and was directly linked to the great period of growth experienced by the Port of Williamstown from 1860 to the late 1880s. As with the Government Survey, many of the early houses were built for or occupied by people associated with maritime professions. The *City of Williamstown Conservation Study* (1993) 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.

It is said that Macquarie Street was known as the "Street of Pilots" for the number of residents who were engaged in that profession. Other streets to have a strong maritime connection included (appropriately) Mariner Street and The Strand. Houses known to have a direct connection to maritime activities include 3 Macquarie Street, 13 Stevedore Street and 12, 24, 63, 69 and 94 The Strand, although there are probably many others.

Development continued until the late nineteenth century. In 1890, well known local builder Robert Leak (who constructed the Masonic Temple in Electra Street as well as numerous other buildings) constructed a brick residence for himself at 7 Haslam Street, as well as an adjoining row of brick terrace houses. Other brick villas were built at 116 and 118 Dover Road at the same time.

However, the depression of the 1890s, which affected the whole of Victoria, as well as the decline of the Port of Williamstown saw the cessation of speculative building for some years before it recommenced in the early twentieth century as industry moved into the northern areas of Newport and Spotswood. Residential development in areas such as Chandler Street, Federal Street and Lenore Crescent demonstrate this next wave of development.

Commercial development

During the mid to late nineteenth century many early commercial buildings, particularly hotels, were scattered throughout the precinct and often on street corners. Later, small shopping centres sometimes developed around these buildings as traders took advantages of the commercial benefits of being located next to an existing enterprise – particularly if it was a hotel, which were popular meeting places in a port like Williamstown.

For example, in Stevedore Street the Napier Hotel was established in 1858 on the corner of Dover Place (now Haslam Street), and a pair of shops were constructed in 1864 at 46-48 Stevedore Street on the opposite corner. The first Prince Albert Hotel in Douglas Parade was constructed in 1856, while Urwins butchers established new premises in 1881 opposite the Prince Albert. Another strategy was to locate opposite a church as in the case of 55 John Street.

Other early hotels include the Alfred Hotel, which was constructed on the corner of Macquarie Street in 1859 and the Oddfellows, which opened in 1864 at the corner of Dover Road and John Street. With the exception of the Prince Albert, these early hotels were all de-licensed in the early twentieth century as part of a reduction of licensed premises in Williamstown.

Many buildings still serve a commercial function while others, such as the former shops at 46-48 Stevedore Street and 'The Beehive' at the corner of Russell Place and Melbourne Road have been converted for residential use.

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.

(Note: Refer to the individual citations for Cox's Garden, James Street, Lenore Crescent, Macquarie Street, Power Street and The Strand for further historic detail about these streets)

Description

The Private Survey precinct includes the predominantly residential area to the north of Ferguson Street, which is otherwise bounded by Power Street, Melbourne Road, North Road and The Strand, in Williamstown and Newport. This precinct includes the following sub-precincts that are described in more detail in separate citations in this Study:

- Cox's Gardens.
- Dover Road and John Street.
- James Street.
- Lenore Crescent.
- Melbourne Road Commercial.
- Macquarie Street.
- Power Street.
- The Strand.

The precinct comprises a mix of predominantly single storey weatherboard housing from the late nineteenth and early twentieth centuries, with commercial buildings on corner sites and along main roads such as Melbourne Road and Douglas Parade. The layout is more irregular than the Government Survey and reflects the uncoordinated, speculative history of subdivision, which occurred over a 100 year period. Compared to the Government Survey, it is predominantly characterised by narrow street widths, often with small frontages and more irregularly shaped lots. The east west streets generally run parallel with Ferguson Street, while the orientation of the slightly skewed 'north-south' streets was influenced by the alignment of Melbourne Road, and the Hobsons Bay foreshore.

The following descriptions set out the specific contributory elements within each street in this precinct that have a moderate to high degree of integrity and/or cohesion. There are no specific descriptions of:

- Streets such as Dover Road, Station Road or Stevedore Street that have low integrity (ie. a high proportion of non-contributory buildings).
- The streets or parts of streets in the individual sub-precincts listed above (Refer to separate citations except for the other parts of John Street and Melbourne Road as described below)

Alma Terrace

The north end of Alma Terrace (generally north of Bunbury Street) comprises predominantly detached and semi-detached timber Victorian houses with small set backs, interspersed with some Edwardian and inter-war houses. Small gardens set back the house from the street boundary. Siting is parallel to the street boundary. Integrity is moderate and cohesion is high as there are few post-war houses. This section has bluestone kerbs and gutters.

The south end of Alma Terrace (generally south of Bunbury Street) comprises a mixture of detached Edwardian, and inter-war bungalows, interspersed with some Victorian houses. The houses are set back from the street boundary by small gardens and are sited diagonally to it. Cohesion and integrity is moderate as there are some post-war houses in the street. The street has concrete kerbing, asphalt pavements.

Front fences in both sections are varied in style but predominantly low.

Bunbury Street

Bunbury Street comprises a mixture of predominantly Victorian and inter-war era houses, set back from the street by small gardens. All are detached, single-storey, and mostly weatherboard with some built of brick. Front fences are varied in style but uniformly low. The cohesion is low and the integrity is moderate as there are some intrusive post-war houses. There is no nature strip, however, there are street trees.

Chandler Street

Chandler Street between Alma Terrace and White Street is notable as a highly intact and cohesive precinct of predominantly single-storey, detached, timber Edwardian and inter-war bungalows, set back from the street by mature gardens. There are some original or early front fences, which are uniformly low. The street has bluestone kerbs and gutters, nature strips and mature street trees.

Courtis Street

Courtis Street predominantly comprises single-storey, detached, weatherboard Victorian houses and inter-war bungalows. There are a couple of detached Edwardian villas on the north side of the street. The houses have a small set back from the street boundary. Front fences are varied in style but uniformly low. The street is wide with native street trees. Cohesion is good and integrity is high as there are few post-war dwellings.

Crawford Street

Crawford Street predominantly comprises modest single-storey, detached, timber Victorian cottages interspersed with some inter-war houses. The integrity is low and cohesion is moderate as there are some post-war houses. Notable dwellings include the small timber Victorian cottage (similar to a miners cottage) at No. 27, and a group of very narrow, detached, timber Victorian cottages at Nos. 6-18. Front fences are varied in style but predominantly low. The street is narrow and there are nature strips with trees.

Douch Street

Douch Street predominantly comprises single-storey, double-fronted, detached, block-fronted Victorian houses, interspersed with some related inter-war houses. They have consistent set backs with small front gardens. Fences are not original, but are mostly low and sympathetic. Integrity is moderate as some houses have been refaced. Cohesion is good and integrity is high as there are few post-war houses. The street is wide and has nature strips with native street trees.

Douglas Parade

The integrity of Douglas Parade has been diminished by later development, however, it retains a number of relatively cohesive groups of houses as follows:

- On the west side of Douglas Parade there are a number of groups, which comprise a mixture of predominantly Edwardian and Interwar single-storey houses, set back from the street by small front gardens. These are generally found to the north and just to the south of Wilkins Street, around Bunbury Street and south of Yarra Street. There is a mixture of high and low timber picket fences. Cohesion is fair and integrity is moderate as there are some post-war houses. The street has bluestone kerbing, and asphalt pavements with street trees.
- On the east side of Douglas Parade there are two key groups that generally comprise predominantly timber and brick Interwar villas set back from the road by small gardens. These are located in the vicinity of Thomas and Yarra Streets and to the north and south of Peel Street. Fences vary – low and high brick, timber picket etc. Cohesion is good and integrity is high as there are few post-war dwellings. The street has bluestone kerbing, nature strip, concrete pavements and street trees.

Douglas Parade also includes a number of notable commercial buildings including shops with original or early shopfronts such as Nos. 181, 159, 236 and 237. The two storey former Urwins Butcher, a two storey brick rendered and parapeted Victorian era building constructed c.1898 on the north west corner of Albert Street is a local landmark, which is remembered by the integral sign in the corner parapet. It is situated opposite another landmark, the Prince Albert Hotel, which is one of a number of individually significant buildings that have separate citations in this Study.

Eliza Street

The east side of Eliza Street comprises an intact group of Victorian weatherboard single-fronted cottages, and one double-fronted Victorian Italianate brick villa. All houses have small set backs from the street boundary and front fences are low. Cohesion is good and integrity is high as there are no post-war dwellings.

Effingham Street

Apart from two single-storey, block-fronted Italianate villas on the east side of the street, the remaining houses in Effingham Street are predominantly double-fronted symmetrical and asymmetrical single-storey Edwardian villas. All houses have small set backs from the street boundary and front fences are low. Cohesion is good and integrity is high as there are few post-war dwellings. The street is wide and has concrete kerbing on the west side and bluestone on the east.

Federal Street

Federal Street is notable as a highly intact and cohesive Interwar precinct that predominantly comprises bungalows with some English Domestic Revival style houses. The houses are a mixture of timber and brick, and have tiled and corrugated steel roofing. There are some original woven wire

fences extant, and most fences are low. The street is characterised by the houses' deep set backs from the street boundary. The road is relatively narrow, but the street has a spacious feeling due to the nature strips and mature street trees together with the deep front setbacks. Kerbing is concrete.

Freyer Street

Freyer Street comprises mostly detached, single-storey, timber Edwardian houses and a few block-fronted Victorian and Inter-war houses. They are set back from the street boundary by a small garden. Notable houses include the Edwardian bungalow at No. 1 and an English Domestic Revival villa at No. 21. Fences are low, but mostly non-original styles. Integrity and cohesion is good as there are few post-war dwellings. The street is wide with various native street trees.

Haslam Street

Haslam Street includes a notable group comprising the Victorian polychromatic double-fronted brick villa with a deep front setback at No. 7 and the adjoining Victorian brick terrace at Nos. 9-19 which are set close to the frontage. This is the only example of a Victorian-era brick terrace in Williamstown. There is also an early, although altered, double-fronted Victorian cottage at No. 31.

Henry Street

The houses in Henry Street are all Interwar bungalows except for Nos. 1 and 3, which date from the Edwardian period (No. 1 possibly being the renovation of an earlier dwelling). The bungalows are single-storey, detached and timber. They are set back from the street boundary by a small front garden. There are some original woven wire front fences, and most are low. Integrity and cohesion is good as there are few post-war dwellings. The street is narrow, has concrete kerbs and has nature strips, but no street trees.

Hosking Street

The north side of Hosking Street predominantly comprises late-Victorian and Edwardian single and double-storey, detached, timber cottages, while the south side comprises a mixture of nineteenth and twentieth century styles. Front fences are low. There is a consistency of scale and integrity and cohesion is generally good as there are few post-war houses. The street is wide and has a central plantation of trees.

John Street

John Street between Melbourne Road and Queen Street predominantly comprises single and double-fronted, detached, late-Victorian houses and a few Edwardian and later styles. The houses are set back from the street boundary by a garden. Fences are not original, but are low and sympathetic. Integrity and cohesion is quite good as there are few post-war dwellings. There is also a group of Victorian cottages at Nos. 22-32. The street is wide, has concrete kerbs, asphalt footpaths and no street trees.

Latrobe Street

Latrobe Street is a mixture of nineteenth and twentieth century style houses, set back from the street by small gardens. All are detached, single-storey, mostly built of timber – some built of brick. There is a notable intact Interwar bungalow at No. 16 with an original fence and sympathetic garden. Otherwise, fences are low and of various styles. The cohesion is low and the integrity is moderate as there are some unrelated post-war dwellings. The street has concrete kerbing and wide nature strips with trees.

Melbourne Road

Melbourne Road predominantly comprises single-storey, detached, timber Victorian and Edwardian houses, interspersed with Interwar houses that are related in terms of their scale, materials, siting and roof forms. There are also some commercial buildings on corner sites such as 'The Beehive', an intact two storey Victorian shop at No 164 and an unusual Interwar Spanish Mission shop at No. 198. Set backs vary, but usually houses are separated from the street by a medium sized garden. Siting can be parallel or diagonal to the street boundary. Front fences are mostly low, however, there are some intrusive high fences. Cohesion and integrity is moderate as there are some post-war houses.

Notable houses include 'Cloverley' at No. 149, St Stephen's Manse at No. 177 (which forms part of a complex that includes the more recent church as well as the early church hall), and the two storey Queen Anne villa at No. 242.

For the properties at 316-344 Melbourne Road, please refer to the Melbourne Road Commercial heritage precinct citation.

North Road

The south side of North Road now predominantly comprises postwar development that is unrelated to the historic development periods of this precinct. However, two pockets remain as follows:

- At the western end is a small group of predominantly Victorian era dwellings and shops that include the individually significant bluestone cottage at No. 115, and two storey former shop and residence at No. 127. There is also a single storey dwelling and shop at No. 129 that retains a rare example of an early shopfront, an altered early bluestone house at No. 131, altered early shops or houses at 123-125, and a single fronted Edwardian villa at 121.
- On either side of Hastings Road is a group of Victorian, Edwardian and inter war villas, which share common elements of siting, scale and detailing such as hip or gable roofs and materials.

(Note: The north side of North Road is included within the Grindlay's Estate Heritage Precinct)

Oakbank Street

The south end between Bunbury and Yarra Streets is predominantly single-storey, detached, timber Victorian and Edwardian villas, with some inter-war bungalows. They are sited parallel to the street boundary and have small gardens. Front fences are low.

The north end comprises late Victorian cottage and double fronted villas, as well as Interwar bungalows with similar siting and set backs to southern end of the street. Houses are predominantly single-storey, with some double-storey, built of timber. Cohesion is good and integrity is moderate as there are some post-war houses. Front fences are mostly low.

Paine Street

Paine Street is a mixture of predominantly timber, and some brick, inter-war houses. They are set back from the street by small gardens. Cohesion is good and the integrity is good as there are few post-war houses, which are related in terms of scale and setbacks. The street is wide and has concrete kerbing and nature strips with trees.

Peel Street

Peel Street is a mixture of late Victorian, and Edwardian single-storey, detached, single and double-fronted timber villas, which are interspersed with weatherboard inter-war bungalows. All are set back from the street boundary by small front gardens. Fences are low and recent. Cohesion is low and integrity is moderate as there are some unrelated post-war houses.

The street is wide and has plantations of native trees at centres down the middle of the road. There is bluestone kerbing and nature strips without trees.

Princes Street

Princes Street predominantly comprises single-storey, detached, timber Edwardian and Inter-war houses. However, on the south side of the street, at its eastern end, is a group of double-fronted detached, timber Victorian villas. All houses are set back from the street boundary by a small garden. Cohesion is moderate and integrity is moderate as there are some post-war houses. The street has bluestone kerbing on the north side and concrete on the south.

Russell Place

The north side of Russell Place comprises a group of predominantly late Victorian era symmetrical single or double fronted weatherboard villas with similar form, siting (small front and side setbacks), single storey scale and detailing. Some have been altered. Fences are not original, but are low and most are sympathetic. Cohesion and integrity is high.

White Street

White Street includes a mixture of late nineteenth and early twentieth century houses. There is a group of late-Victorian houses on the west side of the street near Yarra Street. Small gardens set back the houses from the street boundary. Integrity and cohesion are moderate as there are some post-war houses. Front fences are varied in style but predominantly low. The street is wide and has bluestone kerbing, nature strips with native trees and concrete footpaths.

Wilkins Street

Wilkins Street predominantly comprises single-storey, detached, single and double-fronted timber Victorian villas. Most are sited parallel to the street boundary, except on the south side, where a group of predominantly inter-war bungalows are sited diagonally to the street boundary. Cohesion is good and integrity is moderate as there are few post-war houses. Front fences are varied in style but generally sympathetic and predominantly low. The street is wide and has concrete kerbing, nature strips in parts and street trees.

Yarra Street

Yarra Street between Melbourne Road and Douglas Parade predominantly comprises single storey, detached inter-war bungalows interspersed with Victorian and Edwardian houses. Front fences are varied in style but are predominantly low. Cohesion is good and integrity is moderate as there are few post-war houses.

Integrity

Unrelated postwar development disrupts the complete expression of the precinct as a whole, however there are streets and areas as described above, which remain relatively intact in terms of demonstrating an historic period of development or as a group with common or related aesthetic characteristics.

Context

The Private Survey provides a transition between the Government Survey Precinct to the south of Ferguson Street and the Halls Farm and Grindlay Estate Precincts to the north of North Road.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Various – Refer to individual citations.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes – selected areas in the streets described in this report.
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.

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. A History of Williamstown*
- MMBW c.1894 Record Plans Nos. 11, 14 and 15 and 1910 Detail Plans (Various)
- Map Collection at State Library of Victoria
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*

HO27 - Private Survey Heritage Precinct



Forms part of private 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	Railway Crescent Heritage Precinct
Address	Railway Crescent (part), Williamstown
Heritage Overlay No.	HO28
Related Precinct(s)	Williamstown Beach Heritage Precinct Hobsons Bay Railways Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1880-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Railway Crescent Heritage Precinct, which comprises all land within HO28 and generally includes all properties with a frontage to Railway Crescent, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, Railway Crescent is significant for its ability to demonstrate the development of Williamstown during the late nineteenth century and how self-contained communities developed around railway stations. (AHC criteria A4 and G1)

Aesthetically, Railway Crescent is significant as a highly intact late nineteenth and early twentieth century residential and commercial precinct, which comprises cohesive groups of relatively intact and similarly styled weatherboard houses that share common siting, scale, form and detailing, as well as an intact group of Edwardian and Interwar shops that provide an appropriate and related setting for the Williamstown Beach Station. (AHC criterion E1)

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

- Railway Crescent (odd and even) 17-48, 51-57, 60-68, 77, 79-81, 83-85, 88, 89 97, 98, 100 and 101.

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.

The *City of Williamstown Conservation Study* adds 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

Railway Crescent was part of the 1855 Government Survey plan of Williamstown, and was extended in the 1880s when land to the east of the Botanic Gardens was subdivided after the original Rifle Range was relocated further east.

Development in this part of Williamstown was stimulated by the opening of Beach station in 1889, later called Williamstown Beach when a new station was built in 1900. As was common, a small group of shops sprang up along Railway Crescent in proximity to the station many of these have since closed.

The Williamstown Hospital was opened on its present site in 1894. Enlarged and extended many times over the years, only part of the original building still survives and is only partly visible from Stewart Street.

The c.1915 MMBW Detail Plans for this area show that the street was almost completely developed by this time.

Description

This precinct generally comprises all properties along the southern side of Railway Crescent with a frontage to that street between Cole and Victoria Streets.

A unified precinct of late nineteenth and early twentieth century small, weatherboard single and double fronted, hip roofed houses, with small front gardens generally without large trees. Key elements include:

- the predominant single storey scale.
- generally weatherboard and stucco, with some face brick wall cladding.
- pitched roof forms.
- detached siting.
- verandahed forms.
- punched fenestration occupying less than 50% of the wall surface.
- the remnant mature exotic street tree planting.

The predominant housing style is Victorian, but there are some Edwardian and Interwar dwellings that are related in terms of their form, siting, materials and detailing particularly at the western end. The house at No. 88 is notable as a unique Swiss Chalet style design (Refer to individual citation), while No. 101 is a fine example of a Queen Anne villa with distinctive corner turret. The distinctive setting for these houses, facing the railway reserve, with narrow street width and cul-de-sac formations between road bridges, which is further enhanced by the remnant bluestone kerb and channel.

At the centre of the precinct was a small shopping centre centred around the Federation-era Williamstown Beach Station. The shops formed a distinctive sub-precinct however they have experienced gradual change with a greater residential emphasis however some retain their distinctive Edwardian and Interwar detailing such as the distinctive rendered parapets and some have original shopfronts. There is also a late Victorian timber shop at the corner of Garden Street.

The only major intrusive elements in this precinct, apart from inappropriate decorative details on and fencing of individual dwellings, are a brick veneer villa and a modern timber house on the corner of Garden Street.

Some cladding of houses and replacement of timber windows joinery by aluminum windows has occurred without major detriment to the overall urban quality of this residential precinct which is best viewed from the northern side of the railway.

The southern side of Railway Crescent has bluestone kerb and guttering while the northern side between Giffard Street and the Railway underpass has a gravel verge between the sealed roadway and the railway reserve. Mixed species of shrubby trees have been planted along the northern side of railway reserve to screen the large diameter pipeline running along the railway reserve. There are no street trees along the southern side of Railway Crescent but some landscaping associated with the railway station.

Integrity

Moderate.

Context

Railway Crescent is part of the Williamstown Beach Heritage Precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Various – Refer to individual citations as appropriate.

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.

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. 5, 9, 11, 13 and 17
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



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Heritage Precinct Name	Seaholme Station Heritage Precinct
Address	High Street (part), Seaholme
Heritage Overlay No.	Not applicable
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1920-60

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Seaholme Station Heritage Precinct, which generally comprises properties in High Street, Seaholme and the Seaholme Station complex.

How is it Significant?

The Seaholme Station heritage precinct is of local historic significance to the Altona neighbourhood.

Why is it Significant?

Historically, it is significant for demonstrating the beginnings of the Seaholme community and the small commercial centre which grew up around the main source of transport in the area, the railway station. (AHC criterion A4)

Please note that the Seaholme Railway Station complex has an individual citation in this Study.

History

Historical context

The Altona line (from the Williamstown Racecourse station to Altona) remained in private hands until the 1920s. For most of this time it was not operational, although the Victorian Railways Department leased part of the line for shunting and storage of racecourse trains for many years. In 1917, when renewed attempts were made to market the Altona Beach estate, an agreement between the Altona Bay Estate Company and Victorian Railways allowed a shuttle service to operate between Newport and Altona (then called Altona Beach). When, after several years, the line continued to make a loss,

Victorian Railways took over the (Williamstown Racecourse to Altona) line. Electric trains ran from 1926. When a coal mine was sunk in 1899 near present day Maidstone Street, a spur line was again extended to the coal mine to enable heavy equipment to be carried there. (Barnard, 1999)

Specific history

Seaholme station was opened late in 1921, one year after the first auction was held for the surrounding Seaholme Estate which grew to 29 houses and one shop by 1930.¹ As was typical in the interwar years, a small shopping centre soon developed in High Street, which led from the station to the beach.

Some of the businesses grouped around the station in the 1930s-40s included RE Morrison grocer and Miss K Shields, confectioner. The 1950s saw the opening of the Proberts' grocery, Watson's cakes and butchers shops; and more recently, GC & D Tippet, grocer, M & R Bottomly, butchers, and Angela's Beauty Salon.

Description

This precinct is centred on the railway station, its landscaped reserve and the small contemporary commercial group around its entry point. The contributory elements include:

- The c.1930 Shop at 10 High Street is now one of the earliest buildings in the precinct.
- The c.1945 Shop & Residence at 15 High Street.
- A two storey cream brick shop and residence with rare original shop fronts.
- A c.1925 shop & residence (Former General Store?) at 17 High Street.
- The c.1950 altered two storey shop and residence, which has rare old signs on side wall.
- The c.1921 Seaholme Railway Station complex (q.v.).

A distinctive grove of Canary Island palms surrounds the railway station complex consisting of gabled weatherboard early 20th century station building with timber verandah, timber platform edging, fig trees, flowering gums, and later native planting. The palms are grouped mainly on the north side of the tracks but there are also specimens to the south.

Integrity

Low.

Context

Dominated by railway station complex, surrounded by inter-war and later housing.

Comparative Analysis

Most of the railway stations in the City have some form of commercial development nearby, the Newport and Spotswood examples being the more intact and visually cohesive.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing.

Associations

Altona Bay Estate Company, Various.

¹ Priestley, S *Altona. A Long View* p. 158

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	No - This precinct is below the study threshold for AHC criterion A4 and is not recommended for the planning scheme Heritage Overlay.
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*.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Priestly, Susan (1988) *Altona. A Long View*
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 Place Name	Solomit or Straw Houses Heritage Precinct
Address	169-175 Maidstone Street, Altona
Heritage Overlay No.	HO29
Related Precincts	Not applicable

Significance

Local

Style & Type

Heritage precinct

Significant Dates

1927-28, 1939

Designer

Marcus Barlow

Builder

Woolcot Forbes?



Statement of Significance

What is Significant?

The Solomit or Straw Houses Heritage Precinct, which comprises four houses, which were designed by Marcus Barlow and constructed in 1941, at 169-175 Maidstone Street, Altona.

How is it Significant?

The Solomit or Straw Houses Heritage Precinct is of local historic, aesthetic and technical significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the houses are notable both individually and as a group as an innovative house type that demonstrates the development of Altona during the Interwar period and are important examples of the innovative work of noted architect, Marcus Barlow. (AHC criteria A4 and H1)

Aesthetically, the houses are significant as a cohesive group using the Old English style, which is distinguished by its rare construction technique. (AHC criterion E1)

Technically, the houses are significant as rare examples using a pioneering construction method that utilised unusual and innovatory building techniques as a consequence of materials shortages after the outbreak of World War 2. (AHC criteria B2 and F1)

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

- House 175 Maidstone Street, Altona.
- House 173 Maidstone Street, Altona.
- House 171 Maidstone Street, Altona.

- House 169 Maidstone Street, Altona.

History

Historical background

When a coal mine was sunk in 1899 near present day Maidstone Street, a spur line was again extended to the coal mine to enable heavy equipment to be carried there...

In 1906 the Altona and Morwell Coal development and Option Co. Ltd began a shaft in what is now Harrington Square Altona. This shaft was enlarged two years later by the Melbourne and Altona Colliery Company which operated the shaft between 1910 and 1919, extracting about 31,160 tons of brown coal. A historic cairn now marks the site of this shaft, which was closed when the SEC decided to develop Morwell instead.

...a short-lived coal mine was sunk west of Maidstone Street, Altona in 1928, but closed in 1931. According to David Mortimer, some houses in Maidstone Street Altona were occupied by miners from the coal mine and after the Second World War, when an acute shortage of building materials coincided with a building boom in Altona, bricks from the paved area of the old coal mine were pulled up and used in the construction of houses. The chimney of the house at 94 Maidstone Street is said to have been built of these bricks.¹

Specific history

Designed by the famous commercial and residential architect, Marcus Barlow, the proposed 'straw' houses in Altona attracted considerable interest, as reported in the 25 February 1939 edition of the *Williamstown Advertiser* and a Melbourne daily, when they came before Werribee Council. The construction was deemed unusual. Termed as workmen's housing for the Galvin Estate, the Werribee Shire Engineer, G Little, had requested that a display house be erected at Seaholme to demonstrate their worth (2 Seaview Crescent) in an area not covered by the Shire's building regulations. Twenty houses were to be built on the estate if successful.

As it turned out only four houses were built by 1941 for a reputed cost of around £120, using compressed straw over what is thought to have been a timber frame, with cement render over that for a weatherproof exterior finish (D Mortimer, 1999). Doug Grant believes that the three houses were built by Woolcot Forbes, a man with a colourful past, who also built the prototype house behind Seaholme Railway Station at 2 Seaview Crescent.

These Solomit or straw reinforced and insulated houses at 169-175 Maidstone Street are examples of wartime use of straw in the face of materials shortages. The construction method had been promoted by the then South Australian firm of Solomit Ltd, being straw plates 4'10" wide erected in a steel frame and plastered over inside and cement rendered on the outside. What had been originally a German product, Solomit was insect and sound proof and less costly than brick. The South Australian Government had built 12 cottages using the material at Port Pirie.² The concept of using compressed straw or other organic materials in buildings was carried further by a local Williamstown firm and the still current Solomit company.³

The houses are on the block bordered by Galvin, Morrow, Maidstone Streets and Park Parade. The subdivision plan of this block was lodged with the Titles Office, by Cornwall Stoddart & Company, as the Galvin Estate, in 1941. It was surveyed by the Shire Engineer, G Little, and approved by the Werribee Shire in 1940. The estate owners appear to have been the Altona Beach Estates, care of Rickard & Company, 84 Pitt Street, Sydney.

Shire valuers cards list John A R & Doris Hill occupying the house at 169 (lot 1) from 1941, with an increase in annual value in 1946-47 from £8 to £25. The other houses were occupied by Arthur C & Bonnie Stevens (171), William & Doris Fordham (173), and 175 by James H & Ursula Holmes from 1941. The last house was owned by Eliza Gray of Toorak from August 1941, with Walter Whelan as owner from mid 1945. W Fordham, Arthur Stevens, Roland Hill and WJ Whelan were still resident in

¹ Barnard (1999)

² *The Age* 22 February 1939

³ Curtain, C personal comments

the 'straw house' group in the 1950s.⁴

Aerial views from 1951-54 show grouping of houses either side of Maidstone Street south of the Wren Street crossing and then a sparse section to an isolated grouping on the west side around Park Parade. West of them at about the site of Aberdeen Road was what appears to be the coal mine dump. South of them is another two or three houses.

Description

This precinct comprises four similarly planned and styled 'Solomit' or 'Straw houses'. Each house uses the Old English style, and are constructed using straw insulation and render facing, in a staggered plan in a group, typical of the late 1930s.

There are other rendered but more simply designed houses in the street that may have been built using the same product.

External Condition

Fair.

External Integrity

High.

Context

Set in flat area of mainly later detached housing.

Comparative Analysis

These houses are unique within the municipality (and possibly Victoria) for the method of construction. They compare directly with the prototype house at 2 Seaview Crescent, Seaholme.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Marcus Barlow, Solomit Ltd.

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 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.

⁴ Sands & McDougall *Melbourne Directory* 1952

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
Butler (1970) Whitlands, MU history investigation
David Mortimer (1999) pers. com.
Doug K Grant (2000) pers. com., cites another source as ER (Ray) Symons
163 Blyth Street, Altona- relations named Eden had one of the houses
Victorian Titles Office (VTO) LP15772
Shire of Werribee valuer's cards
Curtain, C & Weate 1947 *Wealth of a City*
Williamstown Advertiser 25 February 1939
The Age 22 February 1939
A Grey 2000 verbal from research for 'Earth Garden' hay bale house articles.

Additional Images

The image on the cover shows the house at 169 Maidstone Street. The other houses are shown below.



171 Maidstone Street



173 Maidstone Street



175 Maidstone Street

HO29 - Solomit or Straw Houses Heritage Precinct



MAIDSTONE

ST

PDE




PARK

175

173

171

169

-  Individually listed in Heritage Study / Overlay
-  Contributory to the Heritage Precinct
-  Forms part of Solomit or Straw Houses Heritage Precinct

Map prepared by GIS Service
19 April, 2006
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Heritage Precinct Name	Spotswood Industrial Heritage Precinct
Address	Booker Street, Burleigh Street, Craig Street, Douglas Parade, Francis Street, Hall Street, Hudson Road, Hyde Street, Melbourne Road, Raleigh Street, Simcock Avenue, Stephenson Street and Sutton Street, in Newport, Spotswood and South Kingsville
Heritage Overlay No.	Not applicable
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage precinct

Significant Dates

1880-1960

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Newport and Spotswood Industrial Heritage Precinct.

How is it Significant?

The Newport and Spotswood Industrial Heritage Precinct is of local historic and social significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a large early industrial area which demonstrates the importance of Newport and Spotswood as industrial areas since the mid-nineteenth century. The long period of development, which dates from the simplest of secondary processing of product in the 1840s (Raleigh's boiling down works, City of Maribyrnong) and extends into the postwar period of the twentieth century, includes a rich diversity of industries, each illustrating a related era of expansion. It also has strong associations with the early development of railways as many spur lines were created to service the industries. It also illustrates the importance of location in the selection of industrial sites with early industries attracted by the proximity to river and creek banks. These were seen to provide a water source for meat and wool processing and later to the deep water wharves and rail links allowing heavier industries in other locations. (AHC criterion A4)

Socially, it is significant for its strong associations with the major place of employment for Spotswood and Newport residents over a long period of time. (AHC criterion G1)

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

Burleigh Street

- Former Commonwealth Oil Refinery complex (q.v.).
- Shell Oil complex including riveted oil storage tanks & packing sheds (q.v.).
- Ampol oil storage.

Douglas Parade

- Oil Wharf site, adjacent to Yarra River.
- 410-428 - Former Newport Power Station complex (q.v.).
- 431 - BP Australia Complex (q.v.).
- MMBW Pumping Station & residence (q.v.).

Francis Street

- 29 - Vacuum Oil Company Ltd depot (Former), now Mobil Terminal (q.v.).

Hall Street

- 140 - W. Goetz Sons Ltd offices (former) (q.v.).
- 150 - RVB Products complex (former) (q.v.).
- 184 – Former George Beal soap factory (q.v.).
- Spotswood Railway Station, sidings and spur lines (q.v.).

Hudsons Road

- 2-38 - Melbourne Glass Bottle Works (former), later ACI (q.v.).

Hyde Street

- Victorian Meat Preserving Company site, off Hyde Street, Yarraville.

McRobert Street

- 1 - WC Thomas Newport Flour Mills (q.v.).

Melbourne Road

- 561-569 Spotswood Railway Workshops (part) & palm trees (q.v.).

Raleigh Street

- 35 - Hugh Lennon Agricultural Implement works (former) (q.v.).

Simcock Avenue

- Riveted storage tanks, Mobil Terminal (former Atlantic Oil & Esso).

Stephenson Street

- 41-59 - McKenzie & Holland Pty Ltd (former), later Westinghouse Brake Australasia (q.v.).

The Strand

- Former steam ferry landing remnants (Melway 56C4).

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

History

Historical context

A dominant theme in the development of Hobsons Bay since the mid-nineteenth century has been the development of industry. Initially, there was little heavy industry in Williamstown, apart from railway workshops and shipbuilding concerns. Meat and meat by-product processing, chemical industries and sugar refining were located just outside (or on the border) of the municipality at Yarraville and Footscray. The opening of the Alfred Woollen Mills in Williamstown in the late 1870s, together with the establishment of the railway workshops at Newport, seemed to herald the birth of large-scale industrial enterprises along the river in the north of the municipality and during the 1880s and 1890s many major companies, especially those connected with engineering, were located here, transforming the farmland of Spotswood and Newport into industrial sites. These areas further developed industrially between the two world wars. Early coal mining and oil refining at Altona in the twentieth century gave way to the large-scale development of the petrochemical complex here after the Second World War. Important industries have continued to locate here in very recent times.¹

Specific History

This large early industrial precinct was located initially close to river and creek banks as a water source for meat and wool processing. Deep water wharves and rail links allowed heavier industries in other locations. This development has been linked closely with that of the adjoining 1850s Melbourne to Williamstown and Melbourne to Geelong Railways which provided spur lines and sidings to supply to and from each site. The nexus of many main railway lines to the west of Melbourne eventually meant the concentration of major railway and affiliated engineering industries in the area.

The 10 May 1890 edition of the *Williamstown Chronicle* reported that:

Spottiswoode bids fair to become one of the greatest manufacturing districts in Victoria. Already there are a number of important factories in full swing. The latest addition is that of the Melbourne Glass and Bottle Works. The above company have secured a part of Hudson Brothers estate on which they intend erecting an extensive two storied building. Some idea of the extent of the building may be gleaned from the fact that the structure with the necessary auxiliaries will occupy a space of three acres. The site obtained by the Company has a splendid river frontage. A start was made on Thursday, and the work of erection will be carried on as expeditiously as possible. I am informed that when the works are started employment will be given to upwards of 200 men. Let us hope that the advent of the Melbourne Glass and Bottle works may be the precursor of many more.

This precinct may be seen both chronologically and physically as a continuation of the largely Victorian and Edwardian-era industrial precinct along the Maribyrnong River to the north in Yarraville and Footscray. The Spotswood industrial precinct mainly developed in the Edwardian and inter-war era, following on from the industrial development in Footscray and Yarraville.

Major industries established in this area are listed in chronological order:

- Raleigh's Boiling-down Works Whitehall Street, Yarraville (1840s) This site is situated within the City of Maribyrnong.
- Victorian Meat Preserving Company archaeological site, Hyde Street, Yarraville (1860s-70s).
- Melbourne Glass Bottle Works (former) Hudsons Road, Booker Street, Raleigh Street, Douglas Parade and Simcock Avenue, Spotswood (1880-1940s).
- MMBW Pumping Station complex, Douglas Parade, Newport (c.1895).
- McKenzie & Holland factory (former) Stephenson Street and Sutton Street, Spotswood (c.1890).
- RVB Engineering Works (former), Hall Street, Newport (1911).
- Shell Oil complex including riveted oil storage tanks & packing sheds, Burleigh Street, Spotswood (c.1914-1940).
- Newport Power Station complex (former), Douglas Parade, Newport (c.1918).
- Oil Wharf site, Yarra River, Douglas Parade, Spotswood (1920).

¹ Barnard (1999)

- Riveted storage tanks, Mobil Terminal (former Atlantic Oil and Esso) Simcock Avenue, Spotswood (c.1920).
- Commonwealth Oil Refinery Complex (former), Burleigh Street, Spotswood (c.1915-40).
- Ampol oil storage, Burleigh Street, Spotswood (1920s).
- Spotswood Railway Workshops (part) & palm trees, Melbourne Road, Spotswood (1927).
- Hugh Lennon Agricultural Implement works (former) Raleigh Street, Spotswood (c.1930).
- W. Goetz Sons Ltd offices & factory complex (former) Hall Street, Spotswood (1939).
- BP Australia complex, 431 Douglas Parade, Newport (1959).
- RVB Products Administration Building, Hall Street, Spotswood (c.1960).

There are individual citations for many of the above industrial places within this Study, which provide more detailed histories.

Description

This large industrial precinct, surrounds the Melbourne to Williamstown railway line in the north-east of the municipality. The main part is situated within the area generally bounded by the Railway to the west, High Street in Newport to the south, the Yarra River to the east and the municipal boundary to the north, which includes some areas on the north side of the West Gate Bridge. The precinct also includes other railway-related industrial development to the west of the railway line in Melbourne Road and McLister Street in Newport or Spotswood and Sutton Street, South Kingsville.

A notable landmark within this area is the Newport MMBW Pumping Station complex, with its distinctive towers with Mansard Roofs in Douglas Parade.

The precinct otherwise includes a variety of large industrial complexes predominantly dating from the late nineteenth to mid-twentieth century, which are interspersed with later development. Typically, the building types include:

- Archaeological sites, where the original industry has long since ceased, but where some remnants may still remain. Examples of this type include:
 - Raleigh's Boiling-down Works (former), Whitehall Street, Yarraville (Note: This site is within the City of Maribyrnong).
 - Victorian Meat Preserving Company (former), Hyde Street, Yarraville.
- Large sawtoothed factory complexes, clad in corrugated iron, brick or cement sheeting. Sometimes these buildings are associated with more architecturally distinguished office buildings situated on street frontages. Examples include:
 - Melbourne Glass Bottle Works (former), Hudsons Road, Booker Street, Douglas Parade, Raleigh Street and Simcock Avenue Spotswood.
 - RVB Engineering Works, former Bickford Smith, Hall Street, Newport.
 - McKenzie & Holland Pty Ltd (former), Stephenson Street and Sutton Street, South Kingsville.
 - Hugh Lennon Agricultural Implement works, part, Raleigh & Hall Street, Spotswood.
 - W. Goetz Sons Ltd offices & factory complex, former, Hall Street, Spotswood.
 - Victorian Railways Railway Workshops (former), Melbourne Road, Spotswood.
 - Victorian Railways Administrative Stores, McLister Street, Spotswood.
- Petrochemical complexes including oil storage depots and processing plants. These places typically include large circular steel oil storage tanks, and corrugated iron clad or brick gabled sheds. Examples include:
 - Shell Oil complex, Burleigh Street, Spotswood.
 - Mobil Terminal (former Vacuum Oil terminal), Francis Street, Yarraville.

- Oil Wharf site, Yarra River, Douglas Parade, Spotswood.
- Mobil Terminal (former Atlantic Oil and Esso), Simcock Avenue, Spotswood.
- Commonwealth Oil Refinery Depot (former), Burleigh Street, Spotswood.
- Ampol oil storage, Burleigh Street, Spotswood.
- BP Australia complex, 431 Douglas Parade, Spotswood.

Please refer to the individual citations for many of the above places for a more detailed description.

Infrastructure associated with the industrial development of this area includes railway spurs (many now partly dismantled), oil pipelines and wharf facilities on the Yarra River and Hobsons Bay.

Context

On a flat open coastal site which is the southern continuation of the Maribyrnong River industrial precinct, one of the States most important industrial precincts up until World War 1.

Comparative Analysis

As the southern continuation of the Footscray-Yarraville Maribyrnong River precinct, one of the States most important industrial precincts up until World War 1, this precinct embodies the new twentieth century petrochemical phase as well as the distinctive components of nineteenth and twentieth century railway industrial development. More recent industrial centres are along major roads, like Ballarat and Geelong Roads, or outer suburbs such as Dandenong, while comparable older centres such as at Southbank, Kensington and North and West Melbourne have been all but demolished.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and Processing.

Associations

Melbourne Glass Bottle Works, Shell, C.O.R., Victorian Railways, etc.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, in part to selected individual industrial sites in accordance with specific citations.
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*
Kinchill Stearns et al (1993) *City of Williamstown Conservation Study*
Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial 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	Spotswood Residential Heritage Precinct
Address	George Street, Hope Street (part), McLister Street (part), Robert Street (part) and The Avenue (part) in Spotswood
Heritage Overlay	HO30
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage Precinct

Significant Dates

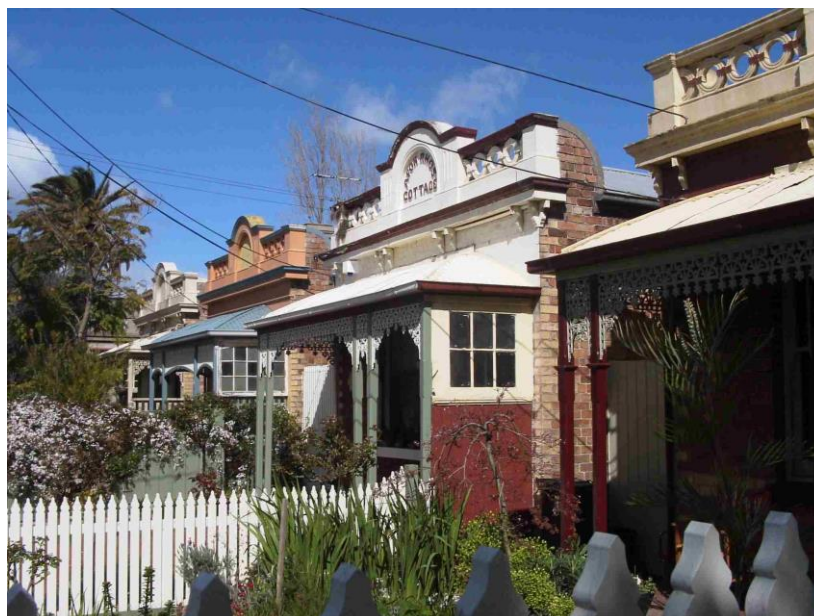
c.1886-1940

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Spotswood Residential Heritage Precinct, which comprises all land in HO30 and includes properties in George Street, Hope Street (part), McLister Street (part), Robert Street (part) and The Avenue (part) in Spotswood.

How is it Significant?

The Spotswood Residential 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 demonstrate the two key phases of development in Spotswood during the Victorian and Edwardian-Interwar eras, which was a consequence of the development of industries and railway-related infrastructure in the area. (AHC criterion A4)

Aesthetically, it is significant for the small relatively intact groups of representative housing from the Victorian, Edwardian and inter-war periods. They are notable for their consistent character, which is derived from the predominantly weatherboard single storey detached houses that have similar form, scale, detailing and materials. The historic character of some streets is enhanced by mature exotic street trees and bluestone kerbing. The group of Victorian single fronted Italianate villas in Hope Street is especially notable as rare examples of this style of dwelling in the municipality. (AHC criterion B2 and E1)

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

- Bolton Street (odd) 3, 5, and 19, 21, 23, 27 and 29 (even) 6-12, 18.
- Craig Street (even) 52-70.
- Forrest Street (odd) 7, 9 and 19-21 (even) 2, 10-14, 20-24.
- George Street (odd) 3-11 and 23 (even) 6-14 and 22.
- Hope Street (odd) 1-13.
- McLister Street (even) 2.
- Robert Street (odd) 49-59.
- The Avenue (odd) 35-41.
- Mature Street trees.
- Bluestone kerb and channelling.

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

History

Historical background

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. J.S. Spotswood also purchased 119 acres to begin a dairy farm in the area that was later named after him. Michael Hannan bought 100 acres and established Prospect Farm in 1846 in the area between present day North Williamstown Station and the Esplanade Beach, Port Phillip. William Cherry bought land on both sides of Kororoit Creek from Brooklyn down to the edge of the Altona property. By 1873 he could pass on about 4000 acres to be shared between his three sons, William, Robert and James. All three farms grazed cattle, mainly for dairying.

Around the end of the 1840s John Stewart Spotswood, who farmed land at what is now called Spotswood, set up a punt service across the Yarra near the mouth of Stony Creek. The service operated at least until the 1860s.

Stations along the Williamstown line opened as demand arose. At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed, a few weeks later, by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. It was renamed Williamstown Junction in 1868 and was not called Newport until 1881. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905.¹

Specific history

The main plan of subdivision within this precinct was lodged in 1886 and declared by surveyor, William Bage. It was part of Cut Paw Paw parish Crown Allotment 16/7. Street names were changed over time, William Street becoming Bolton, and Henry Street becoming Forrest (1911). Bay View Avenue was changed to simply, The Avenue, while Mary Street was changed to Little Mary. In all, there were 158 approximately 33-38'X100' lots distributed from Williamstown Road (Melbourne Road) to Forrest Street, north of Hudson Road.

South of Hudson Road there was another small estate, a re-subdivision, lodged by Hall and declared by JS Jenkin in 1911-12. It was, in turn, once part of a larger estate, declared in 1890, which included Hope (formerly Station), Robert, Manchester and Birmingham Streets (LP2966) stretching from Melbourne Road to the railway. The surveyor was Robert Poole and it was lodged by solicitors and land boomers, Fink Best & Phillips (VTO). Part of this land was later taken up by the Spotswood State school. The remaining part of the precinct, around the Hudsons Road railway crossing was built on a plan lodged in 1890 for AC Thomas solicitors and surveyed by Bruford & Braim.

An earlier estate from 1878 was also created around this part of the precinct, east of Forrest Street,

¹ Barnard (1999)

and based around both sides of the railway station. The plan, surveyed by the much noted former government surveyor and engineer, Clement Hodgkinson, showed the Edom Railway Station which had been created for Sir Charles MacMahon and Thomas Bent (LP 298).

The 1894 MMBW Record Plan No. 8 showed four brick row houses in Hope Street, with four timber cottages in McLister Street, as an isolated group from the populated areas around Newport Railway Station to the south. On the south side of McLister Street, where the Victorian Railways Stores complex is, was a quarry. Across the railway, to the east, was another isolated row of ten seemingly identical timber houses facing Craig Street. Further north there were larger weatherboard houses facing Hope Street, while the Spotswood Railway Station opposite was a timber building on the eastern side only with a platform and small store on the west. In the precinct there were about 28 houses scattered across largely vacant blocks. By the 1920s these streets had filled up.²

Description

The Spotswood Residential heritage precinct includes various streets that reflect the sporadic periods of development in the area over 100 years. The dominant period expression of the precinct is c.1890-1915 (Victorian cottage and villas and Edwardian bungalows), interspersed with some inter-war housing that is related in terms of its form, materials and scale. Typically, the houses have a front verandah or porch, a 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. There are some mature street trees (Ash and Plane species) in streets north of Hudsons Road, and bluestone kerbing in some areas.

Small groups of houses in the precinct are significant but the overall character is inconsistent due to unrelated postwar development. The following specific comments are made for streets within the precinct.

Bolton Street

Bolton Street comprises a sprinkling of Edwardian timber houses, between Hudson Street and The Avenue. There is a mixture of Plane and Norfolk Island hibiscus street trees. Integrity is moderate as almost 50% of the houses have been altered or replaced in the post-war era, which includes some intrusive 2 storey houses.

Craig Street

Craig Street includes one group of originally identical (now with some alterations) Victorian single fronted weatherboard cottages at Nos. 52-70. Otherwise the street is predominantly postwar industrial buildings.

Forrest Street

Forrest Street comprises predominantly Edwardian-era weatherboard bungalows. Mature Ash street trees provide a related landscape. Integrity is moderate as almost 50% of the houses have been altered or replaced in the post war period.

George Street

George Street includes some good examples of Edwardian weatherboard bungalows (Nos. 5 and 9) south of Little Mary Street, as well as related houses from the Victorian and inter-war period. Integrity is moderate as more than 50% of the houses are contributory.

Hope Street

Hope Street is notable for the group of Victorian villas and cottages at the southern end, which includes the only examples in Spotswood of single fronted brick Victorian Italianate villas at Nos. 1-9 (q.v.) Other contributory houses include double fronted Victorian and Edwardian weatherboard villas. Overall integrity is moderate with almost 50% of houses are altered or date from the postwar period.

Hudsons Road

Mainly commercial with some Edwardian-era and inter-war houses. Integrity is low as there are many

² Sands & McDougall *Melbourne Directory* 1925

post-war and unrelated buildings.

McLister Street

The north side of this street includes one notable Victorian era cottage at No. 2, but otherwise comprises houses altered or constructed in the post war period. The south side of the street comprises the interwar Victorian Railways Stores complex (q.v.).

Reed Street

Inter-war weatherboard houses facing primary school and other open areas. Integrity is low as many houses have been unsympathetically altered in the postwar period.

Robert Street

Robert Street contains some intact examples of Victorian and Edwardian weatherboard villas and cottages, which are enhanced by mature plane street trees. Notable examples include the group of Victorian and Edwardian villas at 49-59.

The Avenue

The Avenue east of Melbourne Road includes a number of Victorian, Edwardian and inter-war weatherboard villas and bungalows, including the group at 35-41. However, the overall integrity is low as the majority of houses date from the post war period.

Integrity

Moderate to Low – refer to specific comments above.

Context

Set on flat land surrounding the Spotswood Railway Station. It is adjacent to the Spotswood Industrial precinct on the east and south sides.

Comparative Analysis

Similar housing development can be seen around the Newport and Williamstown North railway stations, the former being typically better preserved.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Robert Poole, Clement Hodgkinson.

Recommendations

Statutory protection

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


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.

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) lodged plans
- Sands & McDougall Victorian directories (D)
- MMBW Record Plan No. 8 (c.1894)
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



Heritage Precinct Name:	The Strand Heritage Precinct	
Address	The Strand, Williamstown and Newport	
Heritage Overlay No.	HO31	
Related Precinct(s)	Private Survey Heritage Precinct	
Significance		
Local		
Style & Type		
Heritage precinct		
Significant Dates		
c.1850-1940		
Designer		
Not applicable		
Builder	Not applicable	
Not applicable		
Statement of Significance		
<p>What is Significant?</p> <p>The Strand Heritage Precinct, which comprises all land in HO31 and generally includes properties with a frontage to The Strand in Williamstown and Newport.</p> <p>How is it Significant?</p> <p>The Strand Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Historically, The Strand was established as a premier residential address in Williamstown by the late nineteenth century. It demonstrates the prosperity of Williamstown during the mid to late nineteenth century and, like the Esplanade, also illustrates the strong connection between the early residential development of Williamstown and maritime industries and pursuits. (AHC criteria A4 and D2)</p> <p>Aesthetically, although later inappropriate development disrupts the complete expression of The Strand as a whole, the remaining small groups of often-substantial villas are significant for evoking the historic character that was once typical of the majority of this seaside boulevard. (AHC criterion E1)</p> <p>On this basis, the following properties contribute to the significance of the precinct:</p> <p>The Strand 4, 5, 8-9 (fence only), 10-14, 22, 24, 27, 28, 30, 53, 62, 63, 67-68, 69, 74, 75, 77 and 94.</p> <p><i>Please note that some heritage places within this precinct may also have an individual citation in this Study.</i></p>		

History

Thematic history

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

.. 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. In their own way, however, these streets seemed to respond to the curve of the Bay, with what was to become the The Strand in particularly close contact with it.

Specific history

The Strand is not shown on the 1855 Williamstown government subdivision plan and as a large farming allotment in the 1864 Cox plan. The *City of Williamstown Conservation Study* notes that:

Gradually houses, some very fine ones, were built along The Strand, including Edward Langhorne's at 1 Yarra Street, after which the road was named, in 1858.¹ Some of the houses had private jetties while others had magnificent gardens which can be seen reflected in a placid sea in G.A. Reynolds' beautiful sketch of 1880.² This must have been a magical juxtaposition, although it is hardly likely to have occurred right along The Strand's length. Nevertheless, The Strand markedly contrasted with the Esplanade, in its much harsher marine environment.

Early houses include:

- 'Mandalay' (Formerly 'Abberton House'), 24 The Strand, erected in 1858-59 for Captain William Probert and William H Norman who later sold it to (Sir) George Verdon.
- The house at No. 12 erected in 1862 for William Thomas Liley, one of the longest serving pilots on the harbour.
- The house at No. 63 erected c.1858 for William Hall.

The c.1894 MMBW record plan shows a series of large villas dotted sporadically along its length; 'Monomeath' at No. 68, constructed in 1888 for James Styles still survives, along with some villas to the north of this while in other locations all that remains are certain elements such as fences (Site of former 'Maritimo' at Nos. 8-10) and trees (Moreton Bay Fig on site of former 'Bronte') to remind us of past glories.

The Strand originally bordered the beach: the foreshore reserve is on reclaimed land. In the late 1800s The Melbourne Harbour Trust gave the Council authority over a strip of land about fifty feet in width extending from the Steam Ferry (near North Road) to Ferguson Street. This enabled Council to widen the Strand and to build a sea wall.³

However, it was not until 1912⁴ that the area between Stevedore Street pier and Coe's Slip, and between Stevedore and Mariner Streets was reclaimed (with a sea wall being constructed and dry material being used for fill).⁵ When the rest of the work was done is not known. The area mentioned was probably the first to be reclaimed.

Description

The Strand follows the coastline of Hobsons Bay and extends in a northerly direction from the intersection of Ferguson Street as more or less a continuation of Nelson Place. It is a residential

¹ Williamstown Historical Society Newsletter, No. 52, 1 July 1979

² Williamstown Historical Society collection.

³ Hoare, op cot., p.198

⁴ Ibid.,

⁵ Ibid., p.312

street beside Hobsons Bay, with housing limited to its west side. The street is wide and has concrete kerbing and asphalt footpaths. There are no street trees.

Many of the early houses have been demolished and much of the later development is unrelated in terms of its form, scale, materials and siting. However, there still remain three distinct small groups of related villas - predominantly Victorian-era with notable later examples - that demonstrate the historic nineteenth and early twentieth character of the street:

The first group is situated at the southern end, generally between Ferguson and Stevedore Streets and includes:

- The 'White House', a single storey reinforced concrete house with an unusual elevated, stuccoed concrete verandah, which is supported by Egyptian papyrus-capital round columns. It retains an original front fence.
- The row houses at Nos. 10-11 and the terrace house at No. 14. These types of houses, which are relatively common elsewhere in nineteenth century Melbourne are relatively rare in Williamstown. The row houses at 10-11 retain original front fences.
- 'Tarneit', The Queen Anne villa at No. 28.

The contributory houses in this group are separated by the 1970s era unit development on the site of the former 'Maritimo' mansion. However, the surviving cast iron fence and gates at least provide some visual continuity.

The second group includes the individually significant two storey 'Mandalay' at No. 24, as well as the Queen Anne villa 'Tarneit' at No. 28. There is also a related Edwardian-era villa at No. 22, a two storey Victorian house at No. 27 and a villa at no. 30.

The third group begins at Yarra Street, and includes the small Victorian house on the north-west corner, two early two storey timber dwellings at Nos. 62 and 63, the magnificent Italianate polychromatic brick villa 'Monomeath' at No. 68, another notable Italianate villa at No. 69, as well as related Italianate villas at Nos. 74 and 75. There is also a Queen Anne villa at No. 77 and an Interwar bungalow at No. 80. Far to the north of this group is an isolated villa at No. 94.

Whatever has changed along The Strand and elsewhere along Williamstown's eastern waterfront the captivating view to the city has remained. Ada Cambridge described it as it seemed to her in 1903, looking from the vicarage of Holy Trinity:

*Hobson's Bay in the foreground – never professing to be picturesque, but to me as full of variety and charm as a good, homely human face – and the long line of city dividing it from the sky. In the sunset of a fine day... that thread of crowded life is glowing beautifully, isolated buildings, as they catch the direct gleam, standing out as distinctly as if they were not leagues away. And after dark it will shine, a thickset band of lights many miles in length...*⁶

The houses overlook the foreshore reserve, which contains a number of buildings, objects and monument with maritime connections including:

- Cannons and capstans.
- Anchor and capstans.
- Williamstown Sea Scouts Clubrooms.
- Boatsheds.

Distinctive buildings and elements include:

- 'Mandalay' at 24 The Strand (south west corner of John Street), particularly the bluestone rubble wall along the John Street frontage.

Integrity

The overall integrity is low, however selected groups have moderate integrity as described above.

Context

This precinct forms the north-eastern or bayside boundary of the broader Private Survey Heritage Precinct. It is also one of three bayside heritage precincts that also includes Nelson Place and the

⁶ Cambridge, *Thirty Years in Australia*, pp. 295-96

Esplanade.

Comparative analysis

This is one of two residential precincts that face the sea and compares directly with the Esplanade precinct, which similarly comprises intact groups of heritage places interspersed with unrelated later development.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Various – 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

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. 11, 14 and 15 and 1905 Detail Plan Nos. 53, 55, 66, 65 and 71-73
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*



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Heritage Precinct Name:	Verdon Street Heritage Precinct
Address	Parker Street (part), Pasco Street (part), Perry Street (part) and Verdon Street (part), Williamstown.
Heritage Overlay No.	HO32
Relevant 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 Verdon Street Heritage Precinct, which comprises all land within HO32 and generally includes properties with a frontage or side boundary to Verdon Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, Verdon Street is an integral part of the broader Government Survey Heritage Precinct and illustrates the development of Williamstown during the late nineteenth century. (AHC criteria A4 and D2)

Aesthetically, it is a cohesive late nineteenth and early twentieth century residential streetscape that comprises groups of larger villas from the Victorian to Interwar periods, as well as the intact nineteenth century street layout including mature Elm and Oak street trees, which add to and reinforce the period setting. (AHC criterion E1)

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

- 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 (inclusive)
- The early or nineteenth century street layout including the basalt guttering, grassed and gravelled verges and Elm street trees.

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

Named after (Sir) George Verdon, a member of the first borough council and later a member of the Victorian Legislative Assembly, Verdon Street is shown on the 1855 Williamstown Government Survey plan and in the 1864 Cox plan. Most of the development occurred in the late nineteenth and the early twentieth century. The c.1905 MMBW Detail Plans show that the majority of lots were developed with houses by this time.

Description

This precinct generally comprises all properties with a frontage or side boundary to Verdon Street, Williamstown. Despite some inappropriate postwar infill development Verdon Street retains remarkably intact late nineteenth and early twentieth century streetscapes. Key elements include:

- Individual buildings such as:
 - No. 75 – A double fronted single storey Italianate timber villa with an iron decorated timber verandah, large window bays, eaves brackets, an M-hip iron clad roof and an unusual but period front picket fence.
 - No. 95 – A double fronted verandahed and M-hipped roof Italianate timber ‘ashlar’ villa with distinctive triple gables set in the cast iron verandah.
 - 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.
 - 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. The predominant building style is Victorian, but there are notable individual Edwardian and interwar dwellings that are related in terms of their materials, scale, and siting.
- The early roadway layout that is 99 feet or 1.5 chains wide as is typical of the Government Survey, with 75 feet between kerbs and comprises:
 - the remnant mature exotic street planting comprising Elm trees within the gravelled road verge. There is also an Algerian or Canary Oak near 81 Verdon Street, which is a rare example of this type in the municipality.
 - a strip of stone bordered, originally macadamised and now asphalt roadway in the centre of the road reserve.
 - asphalt paved footpaths.

The mature street trees are complemented by mature trees in private gardens such as the notable Norfolk Island Pines at 50 Verdon Street.

Integrity

Moderate.

Context

Verdon Street is an integral part of the broader Government Survey Heritage Precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Robert Hoddle, George Verdon, Others – see citations for individual properties as appropriate.

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:

- 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 (1994) *At the Edge of the Centre*
- MMBW c.1894 Record Plan No. 14 and c.1915 Detail Plan Nos. 28, 29, 30, 31 and 32
- *The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*

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Heritage Place Name:	Victoria Street Heritage Precinct
Address	Esplanade (part), Osborne Street (part) and Victoria Street, Williamstown
Heritage Overlay No.	HO33
Relevant Precinct	Hannan's Farm Heritage Precinct Williamstown Beach Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1885-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Victoria Street Heritage Precinct, which comprises all land within HO33 and generally includes properties with a frontage or side boundary to Victoria Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, the Victoria Street Heritage Precinct is part of the Folkestone Estate, which is associated with two well-known Williamstown figures, AT Clark and John Morgan and illustrates the speculative subdivisions created during the late nineteenth century that were not fully developed until the mid-twentieth century. (AHC criteria A4 and D2)

Aesthetically, it is significant as a cohesive late nineteenth and early twentieth century residential street that is notable for the relatively intact groups of larger and predominantly single storey, single detached villas on generous allotments, which are enhanced by mature garden settings and mature street trees. There are also distant views to the sea and the railway station at either end of the street. (AHC criterion E1)

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

- Esplanade 106.
- Victoria Street (odd) 1, 3, 9, 13, 15-23, 27, 31-37, 43, 49-53, 61-71, 75, 79, 83-119 and 121.
Victoria Street (even) 22-34, 38, 44-50, 54, 56, 60-66, 70-80 and 94-104.

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

53 Victoria Street is not the original dwelling – reconstruction has occurred in accordance with the ICOMOS Burra Charter.

History

Thematic history

The *City of Williamstown Conservation Study* 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

Victoria Street is not shown on the 1855 Williamstown Government Survey plan and as a large farming allotment in the 1864 Cox plan, when it formed the eastern boundary of the Folkestone (also known as Ramsgate) Estate, a subdivision in the late 1880s (of what had been Hannan's Prospect Farm) to the east of the rifle range by AT Clark and John Morgan.

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 doubted "... if there was a grander site for building purposes along the whole coast line from the Heads to Melbourne".

At the northern end of the street the first Rifle Club Hotel was opened in 1878 – this was named for the nearby Victoria Rifle Ranges, which were established in the same year. The Hotel was rebuilt in 1927.

However, the residential development of the Estate became caught up in the severe depression in the last decade of the nineteenth century and few houses were built there at the time the land was first sold. The c.1894 MMBW Record Plan indicates that only 13 houses had been constructed at this time and surviving examples include the villas at Nos. 37, 43, 53, 63, 103 and 105.

The early optimism for the development of Victoria Street was only realised in the Edwardian and Interwar era when the majority of the villas were constructed, many in the fashionable 'picturesque' styles of the period. Examples include Nos. 51 (constructed 1917), 72 (c.1925), 80 (1913), 109-113 (c.1915) and 115 (1935). The quality of the housing illustrates the pre-eminence of Victoria Street as one of the most fashionable residential streets in Williamstown during this period.

The middle-class aspirations of the area were also demonstrated by the establishment of the Williamstown Croquet Club on an unused council reserve at the northern entrance to the street in 1930. Keeble (2000) notes how many of the 39 lady members of the Croquet Club were prominent in Williamstown as the wives of local businessmen and councilors, including the Underwood and Keig families, some of whom lived in Victoria Street; The site chosen for the Club was opposite Mrs Keig's

residence.

A World War 1 Memorial Palm Avenue was established in the 1920s. A report in the *Williamstown Advertiser* on Palm Sunday, 4 April 1928, commented that:

Looking down Victoria Street from a point near the croquet lawns one cannot but be charmed by the .. avenue of Washingtonia palms... the street will rival any one of the famous palm boulevards in the French or the Italian Riviera .. stretching out in long rows of vivid green until the vista merges in the soft blue waters of Port Phillip..

These trees were later replaced by the present Ash species.

Description

Victoria Street is a well-established residential precinct that is distinguished by the high proportion of Federation and Interwar era picturesque villas and bungalows, which are complemented by Victorian-era villas that are related in terms of their siting, scale and materials. Key characteristics of the street include:

- Detached siting with relatively consistent generous front and side setbacks that have allowed the establishment of mature gardens with canopy trees.
- Predominant single storey scale, although there are a small number of notable two storey houses such as the Queen Anne influenced villas at 51 and 80, and the Interwar houses at 72 ('Pevensey'), 115 and 119.
- Complex hip and gable roof forms, in terracotta tile, slate or iron.
- Mostly double and triple fronted and often asymmetrical forms.
- A higher proportion of brick houses than in other parts of Williamstown, which includes a rare example of an asymmetrical rendered brick Victorian Italianate villa at No.37 with detailing not found elsewhere in Williamstown.

The setting of the houses is enhanced by the mature street planting of ash trees in the nature strip, however, the trees are not related to the development period of the street and have replaced the once notable WW1 memorial palm avenue. Few front fences are original, but most are low and many are in a related reproduction period style such as timber pickets. Original or early front fences remain at properties including No. 78 (Interwar) and 63 (Victorian).

The northern entry to the street from Kororoit Creek Road is marked by the landmark Rifle Club Hotel, a two storey brick and stucco hotel that demonstrates influences of the Californian Bungalow style employed in some of the houses further down the street. At the corner of Railway Crescent is the Williamstown Croquet Club Pavilion, which is an elegant building in the Interwar 'Mediterranean' style.

The main streets within the Hannan's Farm and Folkestone Estates, which include Hannan Street are set apart from the adjoining 1880s subdivisions to the east (which followed the general pattern established by the Government Survey) by their north-south orientation. This creates views of the sea at the southern end of the precinct while to the north in Victoria Street, the Williamstown North Railway Station is a distant focal point. Victoria Street, because of its width and its visual link to the sea, has a sense of openness that is not evident in other more closely, subdivided areas of Williamstown.

Bluestone kerbing and guttering extends the length of Victoria Street and the roadway has been sealed to the guttering although it is apparent that gravel verges existed on both sides of the sealed roadway. Victorian styled seats are placed at intervals in the grassed nature strip.

Integrity

High.

Context

Victoria Street is one of the late nineteenth and early twentieth century precincts to the west of the Botanic Gardens that also includes the Hannan's Farm and Williamstown Beach Precincts, which share similar historic and aesthetic characteristics.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

AT Clark, Michael Hannan.

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:

- Consider the reinstatement of the Honour Avenue by replanting palm trees as a long term replacement for the Ash trees.
- Conserve the surviving early street layout and construction (e.g. basalt [bluestone] kerbs and guttering, asphalt footpaths) and consider reconstructing the missing sections.
- Consider the under-grounding of power lines or equivalent methods to minimise impacts upon the street trees as their 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*
- Keeble, W (2000) *Williamstown Croquet Club Pavilion. Conservation Analysis and Management Plan*
- MMBW c.1894 Record Plans No. 14 and c.1915 Detail Plan Nos. 1-4

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



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Heritage Place Name	Williamstown Beach Heritage Precinct
Address	Coogee Lane, Esplanade (part), Forster Street, Garden Street, Giffard Street (part), Gellibrand Street (part), Langford Street, Laverton Street, Little Osborne Street, Osborne Street (part), Railway Crescent (part), Stewart Street and Vera Street in Williamstown
Heritage Overlay No.	HO34
Heritage Precinct(s)	Railway Crescent Heritage Precinct (part) Hobsons Bay Railway Heritage Precinct (part) Hannan's Farm Heritage Precinct Victoria Street Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

c.1880-1940

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Williamstown Beach Heritage Precinct, which comprises all land within HO34 and is generally bounded by Esplanade, Giffard Street, Railway Crescent and Victoria Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, this precinct is significant for its ability to demonstrate the extent of the speculative subdivision that occurred in Williamstown during the 'land boom' of the late nineteenth century and the development of this area, which was related to the now demolished Alfred Woollen Mills. It is also of interest for the historical associations of early residents with maritime and railway industries that were important themes in the development of Williamstown as well as nationally known activities such as Wirth's Circus. (AHC criteria A4 and D2)

Aesthetically, this precinct is significant as an intact late nineteenth and early twentieth century residential area comprising 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. Osborne Street is notable for its nineteenth century street layout (the only example of this outside of the Government Survey) and its large villas with

established gardens and mature trees. (AHC criterion E1)

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

- Esplanade 81, 89, 92, 93, 104 and 106 (Note: Nos 4-20 are located in the Esplanade Residential Heritage Precinct (HO6) and Nos 107-111 are located within the Hannan's Farm Heritage Precinct (HO13))
- Forster Street (odd) 1-25 (even) 4, 8, 10 and 14-34.
- Garden Street (odd) 3, 5, (even) 4, 6 and 30.
- Gellibrand Street (odd) 17, 19, 23, 25, 27, 29 and 31 (even) 2, 12, 20, 22, 34, 36 and 38.
- Langford Street (odd) 1.
- Laverton Street (odd) 1, 5-17, 21-27 and 31-35 (even) 4-32, 36 and 42.
- Little Osborne Street (odd) 17.
- Osborne Street (odd) 189-201, 209 and 217, 219, (note: 219a is non-contributory) 221, 223 (even) 90, 92, 94, 100-102, 110, 122, 130-136, 144-150, 154-166, 170, 172, 176, 180, 186, 188, 190, 192-198, 202, 204, 208, 212-218, 222, 226 and 228 (Note: Osborne Street east of Giffard Street is within the Government Survey Heritage Precinct (HO8)).
- Railway Crescent (odd and even) 33-48, 51-57, 60-68, 77, 79-81, 83-85, 88, 89, 97, 98, 100 and 101 (Note: Railway Crescent east of Giffard Street is within the Government Survey Heritage Precinct (HO8)).
- Stewart Street (odd) 5, 9, 15, 19, 21-25, 29 and 31 (even) 6 and 16.
- Streetscape elements such as the nineteenth century street layout in Osborne Street, mature trees and bluestone guttering and lanes throughout the precinct.

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

History

This precinct is shown as Crown land on the 1855 Williamstown Government Survey and the 1864 Cox plan. Early development was constrained by the presence of the original Williamstown Rifle Range on a site near the present Williamstown Hospital and residential subdivision began only after the Range was relocated to new site in Kororoit Creek Road in 1878.

A stimulus to the development of this area was the establishment of the Alfred Woollen Mills in 1877 by Edwin Gaunt in Osborne Street between Garden and Forster Streets on land obtained from the Crown. It was hoped that establishments of this sort would redress the loss of employment caused by the decline of the port toward the end of the nineteenth century. Edwin Gaunt was regarded as a model capitalist presiding over 'intelligent, cheerful .. employees', and his success was measured by the output of 58,000 yards of cloth by late 1881 and even achieving a small export trade¹. The Mill was eventually demolished in the early 1990s, however, houses at 150 & 154-180 Osborne Street, which were erected to house workers at the Mill, remain as evidence of the influence of the factory upon the development of this area.

A subdivision plan prepared by Booth and Beckett in 1880 shows the street layout as it exists today with Victoria Street as the western boundary. The subdivision basically extended the original grid established to the east of the Botanic Gardens by the 1855 Plan. Osborne Street was constructed at the same width as the Government Survey streets, while the other streets were somewhat narrower and a new innovation was the addition of rear laneways to all properties.

The timing of the subdivision was well placed to take advantage of the land boom that was spreading throughout Melbourne.

¹ Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown.* p.203

..Williamstown was one of the last to join the rush to indebtedness, partly because its inaccessible acres did not attract the most flamboyant investors and partly because of a want of aggressive enterprise in its inhabitants. However, by late 1884, the boom had traveled the long distance by the Short Road, bridging with it 'the "land racket" fever'. The fruit of these activities in residential terms was already seen in 'handsome dwellings' at the end of Osborne Street and the likelihood of development towards the Alfred Woollen Mills and between North Williamstown Station and the water's edge.²

Examples of the 'handsome dwellings' include the large villa at No. 217 Osborne Street erected in 1890 for John Littlewood Stalker, a pilot. The adjacent house at No. 219 was erected in the same year as an investment property for Henry W Douch, who leased it out. Other nineteenth century houses include the single fronted terraces on the north side of Osborne Street between Garden and Forster Streets and houses in Laverton Street including Nos. 8 (constructed 1887), 18 (1895), 21 (1891), 32 (1889-90) and 33-35 (1887).

Many of the owner-occupiers of the houses were associated with the nearby Woollen Mills or the maritime and railway industries that remained an important part of Williamstown's economy at that time. Some of the early residents of Laverton Street included people associated with the well-known Wirth's Circus.

The c.1910 MMBW Detail Plans show that the precinct was substantially developed by the early twentieth century and the rising residential population, as well as the increasing popularity of the nearby 'back beach' as a tourist destination, led to the construction of a new brick station at Williamstown Beach (then known simply as 'Beach') in 1900. Typically, a small shopping centre developed opposite the station in Railway Crescent to serve the local needs of residents. Apart from a small interwar shop at 221 Osborne Street, this was the only commercial development within this area.

The first Williamstown Hospital was constructed in Railway Crescent with private subscriptions in 1894 and was extended in 1905. Although extended and redeveloped many times since, part of the early buildings can still be seen from Forster Street.

Description

This is generally bounded by Esplanade, Giffard Street, Railway Crescent and Victoria Street, Williamstown. It predominantly comprises detached, single storey weatherboard Victorian and Edwardian era houses, interspersed with some interwar housing that is related in terms of scale, siting, roof forms and materials and setbacks.

The following additional comments are made for key streets within the precinct:

- Laverton Street is a well established residential precinct comprising predominantly Victorian-era houses, with some Edwardian and a smaller number of interwar dwellings as well. The northern side comprises mainly Victorian single and double fronted weatherboard houses with similar built form and setbacks and generally low wooden fences of picket or similar. The houses on the southern side embrace a wider range of housing styles on generally larger allotments than on the northern side, but which are related in terms of their scale, siting, roof forms and materials. There are few postwar dwellings in the street.
- Osborne Street retains its nineteenth century street layout, which includes basalt (bluestone) guttering, a grassed verge with Ash trees and a central roadway. It contains a number of notable larger Victorian and Edwardian villas such as Nos. 217 and 219 as well as intact groups of single fronted weatherboard cottages in the block between Garden and Forster Streets. The street trees are complemented by many mature specimens in private gardens such as those at No. 197.
- Railway Crescent includes cohesive groups of double and single-fronted weatherboard Victorian and Edwardian era villas. There is a notable Queen Anne villa at No. 100 and an unusual interwar 'Swiss chalet' attic-style house at No. 88. Formerly the Williamstown Beach Station had a related group of Federation and interwar shops that formed a distinctive sub-precinct. However this sub-precinct has experienced gradual change with a greater residential emphasis.

Few front fences are original, but most are low and many are in a related reproduction period style such as timber pickets. Some streets retain features such as bluestone kerbing and bluestone laneways, which enhances the nineteenth century character.

² Strahan, L op.cit. p.201

Integrity

High.

Context

The Williamstown Beach Precinct is related to the adjoining Hannan's Farm (Ramsgate) Precinct that was subdivided and developed at around the same time, which includes Hannan Street, Osborne Street, Railway Crescent and Victoria Street.

Comparative Analysis

As a completely planned subdivision, this precinct compares with the earlier Government Survey and the almost contemporary Hannan's Farm (Ramsgate Estate) subdivision. In terms of its development it most resembles Hannan's Farm as it is an almost exclusively residential area, which contrasts with the mixed civic, commercial and residential development within the Government Survey. It also contains distinctive elements such as the rear laneways, one of the first times that this was used in Williamstown and the small commercial precinct around Williamstown Beach station.

Note: The commercial precinct has experienced gradual change with a greater residential emphasis.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

Edwin Gaunt. 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

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

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- 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*
 - Elsum, WH (1934) *The History of Williamstown*
 - Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown*
 - Melbourne Metropolitan Board of Works c.1894 Record Plan 14, and c.1910 Detail Plans Nos. 5-14
 - The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)



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