

Review of Heritage Overlay 1

Port Melbourne

Stage 2 Review - Summary Report

Prepared for

City of Port Phillip

December 2012

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1.0 Introduction

The review of Heritage Overlay 1 (Port Melbourne) was undertaken in 2011 by Lovell Chen Architects and Heritage Consultants for the City of Port Phillip. This report forms Stage 2 of the review of Heritage Overlay 1 (Port Melbourne). Stage 2 reviews the extent of the overlay as it applies to land in the vicinity of Bay Street south of Graham Street known in the project brief as the 'Stage 2 Review Area' (See Figure 1). The purpose of this report is to set out the background to the Heritage Review, the approach to the methodology adopted, and the conclusions and recommendations.

The review has been undertaken with a view to reducing the extent of the existing HO1 precinct control within the study area, and introducing site specific controls over individual buildings or building groupings in its place. It will also consider other mechanisms available within the planning scheme through which development adjacent to these individual heritage overlays can be managed.

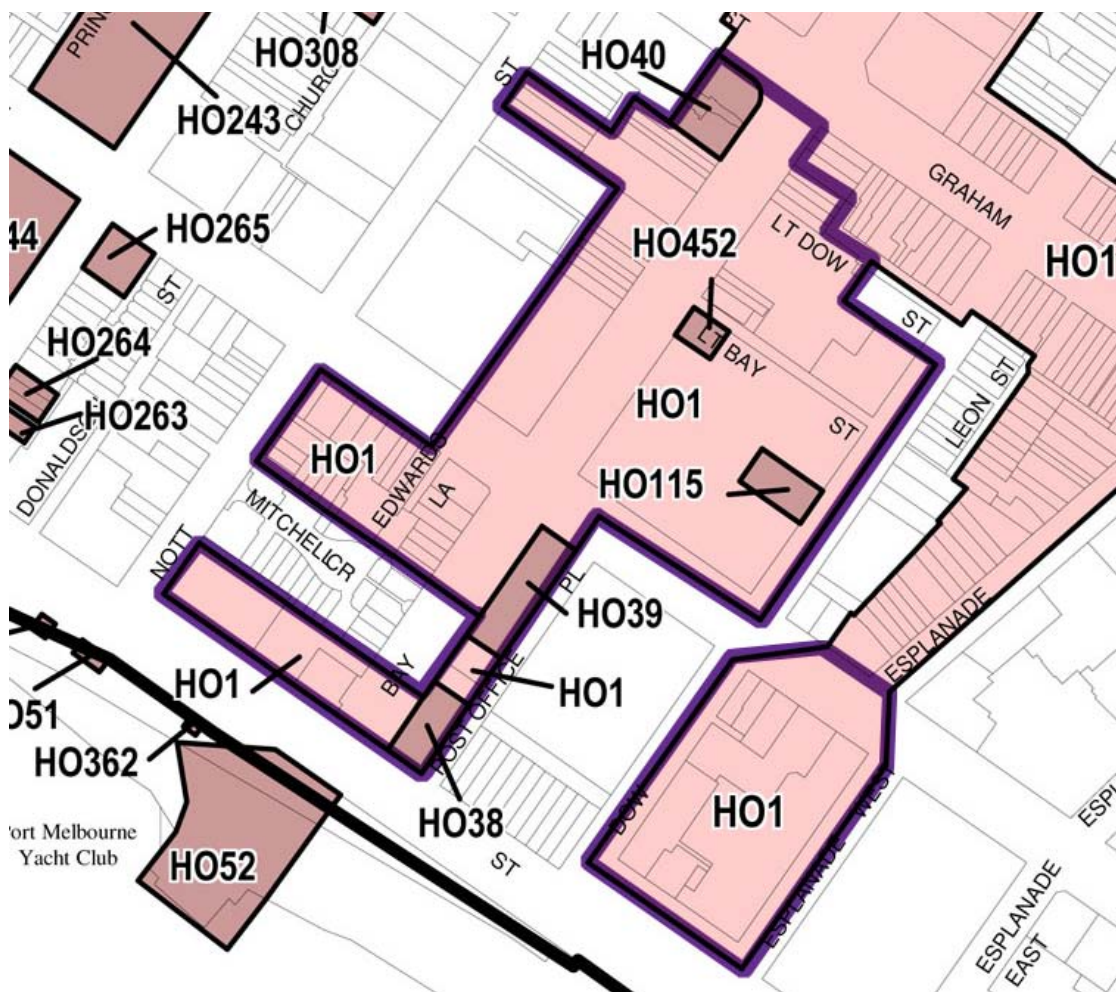


Figure 1 Stage 2 Review Area

1.1 Scope and Project Brief

A project brief (Stage 2 Review of Heritage Overlay 1 (Port Melbourne) – Port Phillip Planning Scheme, Quote No. HO1/2012) was prepared by the City of Port Phillip in April 2012.

In summary, the project brief required the consultants to review the extent of Heritage Overlay 1 (Port Melbourne) as it relates to the Stage 2 Review Area. If it was recommended that the overlay be removed from this area then the brief required the consultants to consider if it should be replaced by site specific Heritage Overlay controls over individually graded buildings and/or groups of buildings. Where new individual overlays are proposed the brief required the preparation of new citations (where these do not exist) to form part of the *Port Phillip Heritage Review* (PPHR) or where there were existing citations, the review of these.

The project brief also required consideration of whether consideration should be given to the additional planning controls and/or changes to policy to ensure development within the area proposed to have the precinct control removed has appropriate regard for the site-specific heritage overlays and any significant historical relationships between the buildings.

The project brief included detailed maps dividing up the Stage 2 Review Area into four precincts, A, B, C and D. The maps detailed the gradings of heritage places under the PPHR and indicated whether these were to be downgraded to non-contributory or the mapping amended by Council through the current Amendment C89. The maps also indicated the existing Heritage Overlays and whether individual citations had been prepared.

1.2 Background

Lovell Chen completed the Stage 1 Review of Heritage Overlay 1 (Port Melbourne) in June 2011. Key findings of this Review were that several additional areas be included in HO1 and that four sub-precincts be defined within a new citation for the precinct. These findings and recommendations are being implemented through Amendment C89 to the Port Phillip Planning Scheme.

The Stage 1 Review also recommended that a more detailed review be undertaken of the arrangement of Heritage Overlays, both individual and precinct based, in the area south of Graham Street. The review found that this area had undergone substantial change since the introduction of HO1 in 2000 (Amendment C5 to the Port Phillip Planning Scheme) such that it may no longer contribute to the significance of the overlay. It was suggested that where it was appropriate to remove HO1 it could be replaced by site specific controls over individual buildings.

In making this recommendation, the Stage 1 Review also recommended that the Stage 2 Review should consider other planning scheme controls for land close to individually significant buildings, which would help to ensure new development has regard for these buildings in the absence of the precinct-based control.

2.0 Methodology

2.1 Introduction

The methodology adopted for the Stage 2 Review is set out below, and generally follows a standard accepted approach to heritage studies (as modified by the requirements and limitations set down in the project brief). The methodology has included a review of previous relevant heritage studies; limited historical research; fieldwork involving a physical survey and investigation of the review area; an assessment of the significance of particular areas and streetscapes; the review of local policies and the Design and Development Overlay (DDO1) affecting the area (including the DDO1 Review by David Lock and associates dated February 2010); and the preparation of supporting documentation (citations).

The methodology is informed by the principles set out in the *Burra Charter*, 1999, adopted by Australia ICOMOS (International Council on Monuments and Sites), which are recognised Australia-wide in the identification, assessment and conservation of heritage places. Cultural

heritage significance is defined in the Burra Charter as being 'embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects'. Places may have a range of values for different individuals or groups, including aesthetic, historic, scientific, social or spiritual value.

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

2.2 Existing documentation

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

2.2.1 Port Melbourne Conservation Study

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

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

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

Two of the identified environmental areas fall within the Stage 2 review area boundary. These are as follows:

A1 Bay Street Shopping Centre Area (The Court House, Police Station and Lock up complex only) – Priority A

B5 Bay Street South Area – Priority B

2.2.2 Port Melbourne Conservation Study Review

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

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



Figure 2 Recommendations for 'Environmental Areas', 1979 Port Melbourne Conservation Study

Reflecting the approach to heritage controls prior to the introduction of the Victorian Planning Provisions (VPPs, prescribed the use of the Heritage Overlay in all Victorian planning schemes), the 1995 study made recommendations for two types of Urban Conservation Areas: Urban Conservation 1 Areas (UC1), defined as being 'areas of outstanding heritage significance', and Urban Conservation 2 Areas (UC2), defined as 'those areas which are primarily of significance for their landscape or planning value'. Local Character Areas were also defined in the 1995 review as 'areas which, although not of specific heritage significance in terms of aesthetic, architectural or historic values, are those which contribute fundamentally to the essential and distinctive character of Port Melbourne'.

The Stage 2 Review Area was not recommended for inclusion in an Urban Conservation or Local Character Area. However, the area of Bay Street to the north of Graham Street was recommended for an Urban Conservation Area 1 (UC1).

The arrangement of Urban Conservation and Local Character areas recommended in the 1995 study is shown at Figure 3.

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

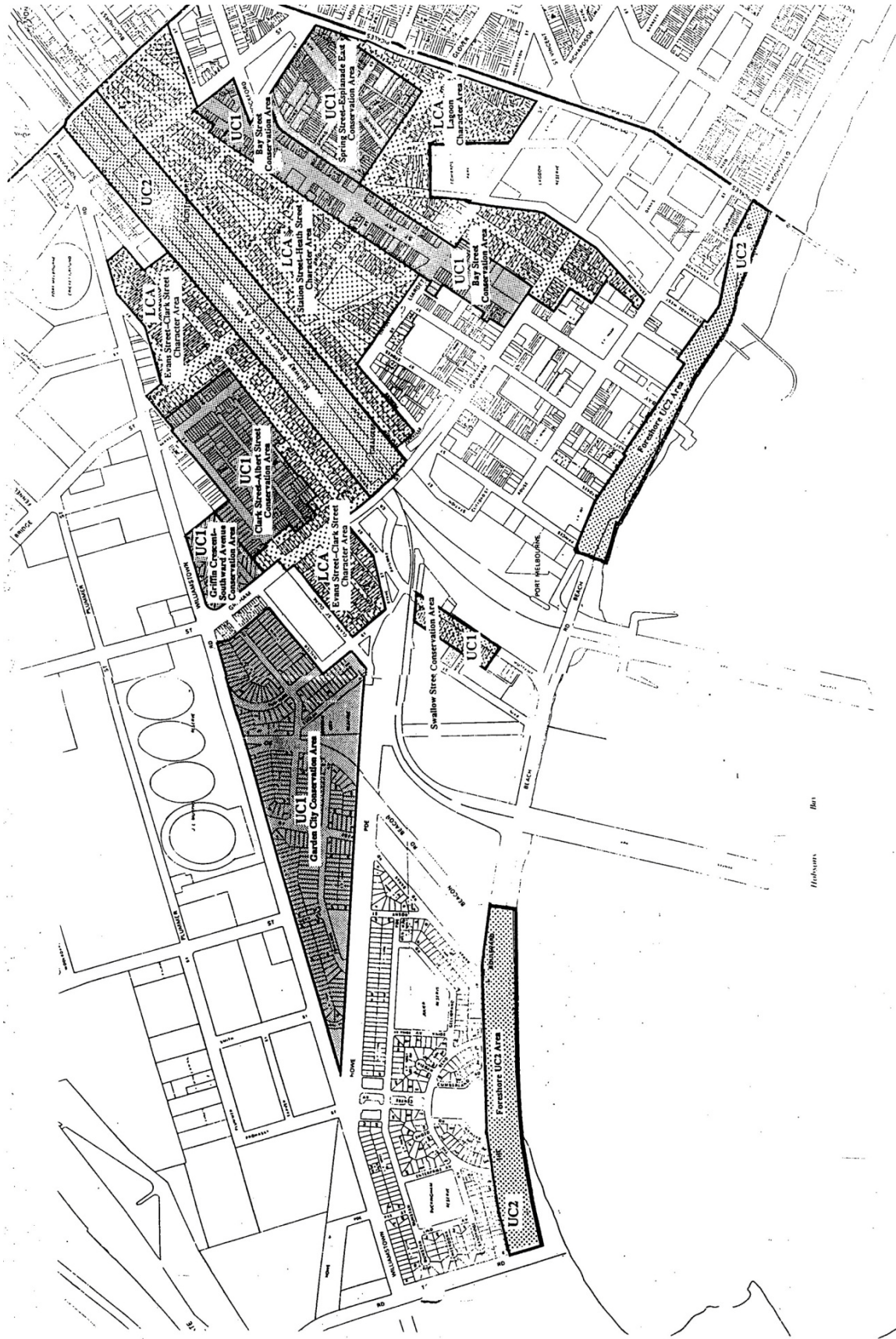


Figure 3 Recommended Urban Conservation and Local Character Areas, 1995 Port Melbourne Conservation Study Review.

2.2.3 Port Phillip Heritage Review

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

In the course of the preparation of the PPHR, citations were prepared for several additional places undocumented in previous studies. They included the Heritage Overlay areas themselves, individually significant places situated outside of the areas and a number of additional places. The findings of the previous heritage studies were reviewed as a part of the PPHR using the same criteria, thereby introducing consistency to the assessments.

The PPHR includes twenty citations for properties within the Stage 2 Review Area. Ten of these citations have been reviewed and updated as part of this project, including combining four citations into one for the former Australasian Sugar Refining Company site. A further three citations from the PPHR have been completely reviewed such that an entirely new citation was created.

The PPHR also graded all properties (Significant, Contributory or Non-Contributory) within the municipality including 30 properties within the Stage 2 Study Area. These gradings are reflected in the Port Phillip Heritage Policy Map, an incorporated document in the Port Phillip Planning Scheme.

2.3 Site Inspections

Inspections of the Stage 2 Review area were undertaken in May and June 2012. All sites within the review area were visited and the buildings were inspected to the extent of fabric visible to the street. All graded properties within HO1 and all properties already subject to site-specific Heritage Overlays were photographed. Alterations and additions to these properties were noted where they were visible from the public realm and this information was included in new or revised citations.

2.4 Historical research

Historical research was undertaken in the preparation of the six new citations prepared for the proposed individual Heritage Overlays. In the case of the citations to be reviewed the approach taken has been to incorporate the historical research from the citations prepared for the *Port Phillip Heritage Review* (PPHR). It has been beyond the scope of this project to review or verify in any substantial manner the research underpinning the existing individual building citations. The exception to this is where additional historical research undertaken as part of this review has revealed errors or inconsistencies in the existing histories and in such cases these have been corrected as far as is possible.

2.5 Comparative analysis

The process by which individual buildings or places can be compared with other broadly similar examples in order to reach a conclusion about relative significance is one which is a key aspect of conservation practice in the general sense. Accepting this, equally, at the level

of a municipal heritage study, it is a process which if undertaken in any detail, is extremely time-consuming and costly. Accordingly, the issue of comparative analysis is one which has been addressed in this Review, albeit in a manner which necessarily has been subject to some constraints.

In order to undertake a comparative analysis for the seven new citations to be prepared as part of the Stage 2 Review relevant comparisons were drawn from the consultants' knowledge of buildings in Port Melbourne and more broadly within Victoria. Within the constraints identified, an effort has been made to draw meaningful conclusions from the comparative analysis work such that it contributes to an assessment of the significance of the site.

2.6 Assessment of significance

The primary and overriding consideration in assessing the buildings in this Review has been that of whether the particular building or place warrants the application of a site-specific Heritage Overlay. In this regard, while the assessment methodology for this Review has been informed in the first instance by accepted heritage conservation practices and methodologies and by the existing gradings, it is also informed by an awareness of a series of issues which have been raised and discussed in some detail by Panels considering recent Heritage Overlay amendments.

2.6.1 The Burra Charter (Australia ICOMOS Burra Charter 1999)

The Burra Charter establishes the concept of Cultural Significance and sets out a series of values which contribute to Cultural Significance:

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations (Article 1.2)

Acceptance of these Burra Charter values underpins the assessment process and use of the assessment criteria, and the criteria themselves are drawn from these values.

2.6.2 Assessment Criteria

In relation to the application of the Heritage Overlay in general and the assessment process and the use of criteria and thresholds, the VPP Practice Note 'Applying the Heritage Overlay' is a key document. The Practice Note states that places to be included in the Schedule to the Heritage Overlay should include, *inter alia*

Places identified in a local heritage study provided the significance of the place can be shown to justify the application of the overlay

The Practice Note also requires the use of 'recognised heritage criteria':

Heritage criteria which could be adopted for the assessment of heritage places include those adopted by the Australian Heritage Commission or Heritage Victoria ... [or] those set out in the Department of Infrastructure's 1991 publication, Local Government Heritage Guidelines. These or other criteria may be acceptable. The most important thing is that the assessment of heritage places has been rigorous and that heritage controls are applied judiciously and with justification.

In this Review, a modified version of Heritage Victoria's assessment criteria has been used. The criteria are as follows:

Amended Heritage Victoria Criteria

CRITERION A: The historical importance, association with or relationship to Port Phillip's history of the place or object.

CRITERION B: The importance of a place or object in demonstrating rarity or uniqueness.

CRITERION C: The place or object's potential to educate, illustrate or provide further scientific investigation in relation to Port Phillip's cultural heritage.

CRITERION D: The importance of a place or object in exhibiting the principal characteristics or the representative nature of a place or object as a part of a class or type of places or objects.

CRITERION E: The importance of the place or object in exhibiting good design or aesthetic characteristics and/or in exhibiting a richness, diversity or unusual integration of features.

CRITERION F: The importance of the place or object in demonstrating or being associated with scientific or technical innovations or achievements.

CRITERION G: The importance of the place or object in demonstrating social or cultural associations

2.6.3 Thresholds

Integral to a consideration of the use of criteria is the question of establishing a *threshold* of cultural significance which would warrant the application of the Heritage Overlay (whether it be for an area or single building). In other words, in considering the application of any universal value-based system of criteria, the critical issue becomes one of thresholds. In assessing the level of significance of a place, reference needs to be made to the level at which a place could be said to meet any single assessment criterion or value. As established by the VPP Practice Note, the key issue is that places nominated for inclusion in the schedule to the Heritage Overlay need to be of local significance, that is, they must meet one or more criteria at a local level.

On this point, it is noted that the approach taken to the assessment against criteria has not been one of aggregation, that is, the aggregation of heritage values across a number of criteria to reach the threshold of local significance or higher. Rather, the approach has been to assess each place against each criterion separately and independently.

Accordingly, in the current review, the criteria and Burra Charter values have been used in conjunction with reference to the following thresholds:

State/National	Places that are considered significant in a state or national context
Municipal	Places that are considered significant in the context of the City of Port Phillip as a whole
Local	Places that are considered significant in the context of a local area (eg: Port Melbourne)

2.6.4 *The Issue of Intactness*

The issue of intactness has traditionally been a key consideration in local heritage studies and has been one of the major factors influencing the ranking or grading of buildings. Given the emphasis in the Heritage Overlay on fabric and on the control of change to fabric, the issue of intactness is considered to be an important one, and the approach in this study has been to use intactness as a moderating factor in assessing significance. The critical issue in this regard is whether the change/s have significantly compromised the presentation and/or the significance of the building.

Non-Visible Alterations

Alterations to original fabric at the rear of buildings (including part demolition of rear sections of the building) are common and often have occurred in association with the construction of rear additions (discussed below). While these are noted where known, rear alterations are generally not visible from the street and in most cases are not considered to impact on significance in the local planning context.

Alteration of Visible Fabric

Alterations to visible original fabric (ie, fabric that is viewed from the street) vary in their impact. As noted above, the key issue is the degree to which the change removes or alters significant elements or aspects of the presentation of the building. While the concept of intactness is an important one, the reality is that original fabric is replaced as part of normal maintenance and repair works. Where materials have been replaced with the same or similar materials – for example – replacement of roof or verandah cladding, this is generally not considered to detract from significance. Conversely, where a different material has been introduced or original materials are overpainted, this may have a greater impact on the visual presentation of the buildings.

An issue in considering intactness is that of verandahs. Over the past twenty years there has been an increase in interest and appreciation of heritage in general and some heritage buildings (both commercial and residential buildings) have been renovated and 'restored', including the repair, renewal or reconstruction of verandahs. In some cases this work has been undertaken on the basis of a faithful reconstruction (using the term in the Burra Charter sense) of verandahs based on the original design. In the vast majority of cases, however, the new verandah is likely to be of a standard design which may be sympathetic but is not detailed exactly as the original. The effect of this work is difficult to gauge. In most cases, the presentation of a Victorian shop which has lost its verandah will be enhanced by the reinstatement of a verandah of a design which is typical of the period. Equally, in considering the issue of intactness and its impact on significance, it is no more intact than the same shop left without its verandah. In considering the issue of reconstructed, reinstated (or missing) verandahs or other features it has not been possible to apply a hard and fast rule. Rather, the approach taken for reconstructed or 'period' fabric has been one which seeks to identify reconstructed/reinstated/new fabric wherever possible and to consider in each case what the impact is on significance.

Additions

Where additions are concealed from the street these changes are not considered to impact adversely on significance. Even in cases where rear additions are visible on a side street, rear laneway, or elsewhere in the public domain, the impact of these on the principal street presentation of the building was considered to be the more critical factor.

In the case of visible additions, either at the rear or elsewhere, the impact of these has been assessed on a case-by-case basis. In the case of multi-storey development along Bay Street, such additions may be visually dominant in relation to the original building. In others

however, rear additions are clearly discernible as such and the original street presentation of the building remains legible and the impact is less.

2.6.5 Individual Citations

Individual citations for those properties recommended for inclusion within an individual Heritage Overlay have been prepared. The format of the citations accords with the format of citations within the *Port Phillip Heritage Review*, including an image, estimated date of construction, description, history and assessment of significance. The exception to this is the addition of an assessment of the individual buildings against the Heritage Victoria criteria as modified to reflect the local context of the City of Port Phillip.

2.6.6 Conclusion

The assessment methodology adopted in this Review has been one which seeks to apply a set of accepted values and criteria with reference to the thresholds of local, municipal and state/national significance. As far as possible, the assessment has been undertaken with some reference to comparative examples. The issue of intactness has been considered as a moderating factor on significance, on a case-by-case basis.

The criteria of most relevance to the assessment process in this Review have been found to be Criteria A (Historic), Criteria D (Representative) and E (Aesthetic) and the buildings proposed for a site-specific Heritage Overlay are considered to meet one or more of these criteria at a local level or higher.

Historical factors clearly contribute to the form and design of all the buildings in this Review, and even where Criterion A is not specifically referenced, all places proposed for individual site specific Heritage Overlays are considered to be of significance as reference points within the broader historical framework of the municipality.

3.0 Findings and recommendations

3.1 Summary

The Review recommends that the majority of land in the Stage 2 Review Area be removed from Heritage Overlay HO1. This is with the exception of the land occupied by three shops at 105-109 Bay Street and the Police Station, Court House and Lock up complex on the corner of Bay Street and Graham Street (See Figure 6), which it is recommended be retained within HO1.

The Review confirms the existing site-specific Heritage Overlay controls within the Stage 2 Review Area should be retained (VHR and locally listed places).

The Review recommends ten additional individually significant buildings within the Stage 2 Review Area to be protected by site specific Heritage Overlay controls. All of these properties were previously graded as significant under the *Port Phillip Heritage Review* (PPHR).

Three properties previously graded as contributory or significant under the PPHR and included within HO1, are not recommended for inclusion within an individual Heritage Overlay.

This Review also recommends the introduction of alternative Planning Scheme controls to ensure that in the absence of the Heritage Overlay 1 precinct control, development on sites adjacent to existing and proposed individual heritage overlays does not have an adverse impact on these places.

3.2 Amendments to the Extent of Heritage Overlay HO1

In its current configuration, south-west of Graham Street, HO1 extends to include the majority of Bay Street down to its intersection with Beach Street. It also includes predominantly residential properties on the south-west side of Graham Street, returning along Esplanade West and including properties on one side of Legon Street. A small number of properties in Nott Street, south-west of Graham Street, are included as are sites in Beach Street and Dow Street (refer Figure 4).

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

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

The intact nature of many of the shopfronts

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

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

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

Contributory and Significant residential building stock at the south-east corner of Bay and Graham Street extends east along the southern side of Graham Street and returns around onto the western side of Esplanade West (refer Figure 5). This building stock here is consistent and cohesive and relates to the predominantly residential areas to the north and east.

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

On this basis, it is recommended Heritage Overlay 1 should be removed from the majority Stage 2 Review Area and replaced with a series of site specific individual Heritage Overlays (some as existing, while others are new).

In considering the detail of the proposed amendment to the boundaries of the precinct, the VHR-registered court house, police station and lock up complex at the corner of Bay and Graham Streets and the three Victorian shops directly to the south (105-109 Bay Street) are proposed to be retained in HO1. The police station, court house and lock up grouping is a highly significant historical complex in Port Melbourne and is located on a prominent corner site. Its significance is reflected by its inclusion the Victorian Heritage Register (H1318) and with a corresponding site-specific Heritage Overlay. Immediately adjacent to the south the three Victorian shops at 105-109 Bay Street are graded as Significant in the Port Phillip

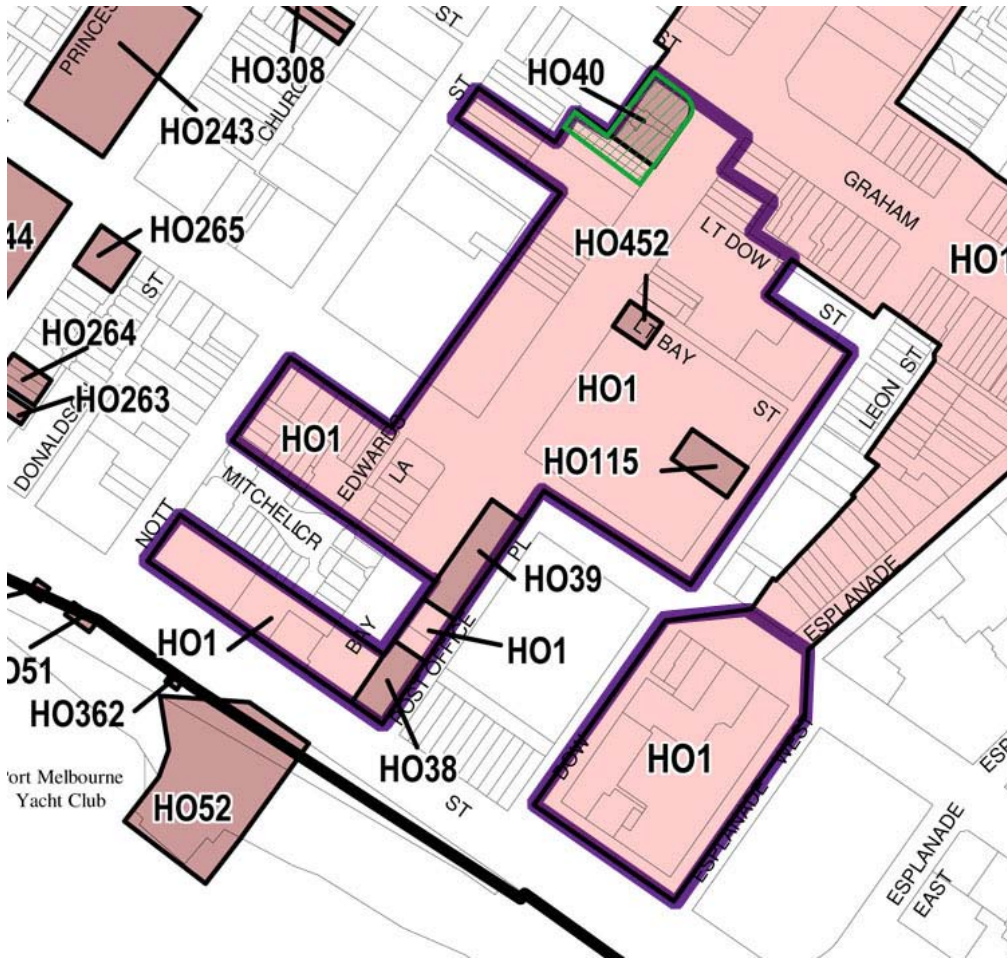


Figure 6 Stage 2 Review area recommended for removal from HO1 with area to be retained within HO1 hatched in green

Heritage Policy Map. While the shops are later than the police station complex, they are related to one another and to the broader HO1 through their shared late nineteenth century origins. Located diagonally opposite the Contributory residences at 130-136 Bay Street (also proposed to be retained in HO1, the two sites at 113-119 Bay St and 105-109 Bay Street are contiguous with the main body of HO1 and it is recommended that both be retained within the area-based overlay. The proposed new boundary on the west side of Bay Street is broadly consistent with the extent of the overlay as it applies to the eastern side of the street, thereby providing for a rationally configured Heritage Overlay precinct.

3.3 Recommendations for Individual Heritage Overlays

It is recommended that the individually significant buildings within that part of Stage 2 Review Area where it is proposed to remove Heritage Overlay HO1 be protected by site specific Heritage Overlay controls.

The five existing individual Heritage Overlays within the review area (See Figure 8) are proposed to remain. An additional ten new buildings or groups of buildings have been assessed as warranting inclusion as individual places in the Heritage Overlay Schedule.

Of the 15 properties, all are currently identified as Significant on the *Port Phillip Heritage Policy Map*. Seven of these properties have existing PPHR citations.



Figure 7 105-109 Bay Street and 113-119 Bay St, proposed to be retained within HO1

3.3.1 Existing individual Heritage Overlays

Five buildings currently have individual Heritage Overlays including two properties included on the Victorian Heritage Register and these are listed below. The citations for the three locally significant properties are being reviewed and updated. No change is proposed to the citations for the two registered places.

- 2-6 Bay Street, Port Melbourne (Coal Depot)
- 40 Bay Street, Port Melbourne (Drill Hall and Post Office) – VHR (H1378)
- 111-115 Bay Street, Port Melbourne (Court house, police station and lock up) – VHR (H1318)
- 96 Bay Street, Port Melbourne (Former National Bank)
- Part 70-146 Bay Street, Port Melbourne (Bluestone warehouse)

3.3.2 Proposed new individual Heritage Overlays

Buildings recommended for new individual Heritage Overlays are listed below. New or updated citations for these buildings are appended to this report.

- 1 Bay Street, Port Melbourne (Pier Hotel)
- 22 Bay Street, Port Melbourne (Local Hotel)
- 39 Bay Street, Port Melbourne (Exchange Hotel)
- 79-85 Bay Street, Port Melbourne (four shops)
- 95 Bay Street, Port Melbourne (former WJ Carr Warehouse)
- Land bounded by Beach, Rouse, Dow Streets and Esplanade West except the north western corner (former Australasian Sugar Refining Company complex)
- 49 Beach Street, Port Melbourne (former Mission to Seamen)
- Part 100-128 Bay Street, Port Melbourne (shop)
- Part 100-128 Bay Street, Port Melbourne - fronting Dow Street (former Army and Navy Hotel, 95 Dow Street)
- 183-187 Rouse Street, Port Melbourne (three houses)



Figure 8 Map showing the location of existing and proposed individual heritage overlays and where Heritage Overlay 1 (HO1) is recommended for retention within the Stage 2 Review Area

3.4 Graded properties not recommended for Individual Heritage Overlays

Three properties previously graded as contributory or significant under the *Port Phillip Heritage Review* (PPHR) are not recommended for inclusion within an individual Heritage Overlay as part of the Stage 2 Review.

3.4.1 181 Rouse Street, Port Melbourne (house)

The single-storey interwar residence at 181 Rouse Street, Port Melbourne is currently shown as Contributory on the Port Phillip Heritage Policy Map. It is a simple gabled roofed red brick

structure that has undergone a series of alterations, notably the introduction of new windows with metal roller shutters fitted in large encasings above each window (to the front and visible side elevations). Council records indicate that a permit was issued in 1973 to use the property as an office and factory. It is an unremarkable example of its type and makes a very limited contribution to the existing HO1 precinct. It is not considered of sufficient heritage value to warrant the application of an individual Heritage Overlay.



Figure 9 181 Rouse Street, Port Melbourne

3.4.2 193 Rouse Street, Port Melbourne

The double-fronted Victorian residence at 193 Rouse Street, Port Melbourne (Figure 10) is identified as Contributory on the Port Phillip Heritage Policy Map. It has been altered through the introduction of larger windows in the 1960s and has a non-original verandah and a rendered and overpainted front façade covering the original face brickwork.

This is a representative example of a common building type which has undergone some alterations and is isolated by recent development to either side. If located in a more intact streetscape within HO1, this is a building which would warrant its contributory grading. It is not considered of a level of significance in its own right, however, that would warrant the application of a site-specific Heritage Overlay.



Figure 10 193 Rouse Street, Port Melbourne

3.4.3 31-33 Bay Street, Port Melbourne (house)

The two-storey residence or shop-residence at 31-33 Bay Street, Port Melbourne is graded Significant under the Port Phillip Heritage Policy Map (refer Figure 11). The building has been incorporated into the 1980s social housing development which adjoins the property on three sides. It has undergone major alterations at ground floor level with a new brick façade recessed in behind the first floor level and featuring two modern front windows and central front door, effectively creating a covered verandah space. Council records indicate that these façade changes occurred around 1996. Whilst the first floor appears to be generally intact, the overall presentation of the building is one of a highly altered Victorian building which does not have sufficient heritage significance to warrant the application of an individual Heritage Overlay.



Figure 11 31-33 Bay Street, Port Melbourne

3.5 Recommendations for other planning mechanisms

3.5.1 Introduction

A key task for the Stage 2 review is to consider how planning controls or policy could be amended to assist in managing development on sites adjacent to individually significant buildings.

In considering this issue, the implications of removing the precinct-based HO for particular streetscapes within the review area have been reviewed.

The existing planning policy framework within the City of Port Phillip Planning Scheme has also been reviewed, as has the recent review of the DDO controls in this area (David Lock & Associates for the City of Port Phillip).

A range of planning mechanisms such as mapped site-specific DDOs in the Moreland Planning Scheme and Local Policy provisions, as in the Stonnington and Yarra Planning Schemes have been considered to assess for their suitability to achieve the objectives of the review.

3.5.2 Analysis of specific streetscapes within the Stage 2 Review Area

Beach Street between Nott Street and Post Office Place

This part of the Stage 2 Review Area includes the proposed new individual Heritage Overlays for the former Mission to Seamen building and the Pier Hotel and the existing Heritage Overlay for Morley's Coal Depot (See Figure 12). Here, the land on the eastern side of the original Mission to Seamen building has recently been developed for four-storey apartments. The site to the west of the Pier Hotel is occupied by two-storey holiday apartments, which are to be redeveloped for residential apartments that are four storeys on Beach Street.

Given this entire streetscape has been or is soon to be redeveloped the removal of the Heritage Overlay 1 precinct control will not pose additional issues in terms of the existing and proposed individual Heritage Overlays.



Figure 12 Beach Street between Nott Street and Post Office Place

Rouse Street between Bay Street and Nott Street.

This is a residential section of the Stage 2 Review Area and includes proposed individual Heritage Overlays for the Exchange Hotel and the row of three two-storey Victorian residences at 183-187 Rouse Street (See Figure 13). It also includes two properties previously graded as Contributory under the *Port Phillip Heritage Review* (181 and 193 Rouse Street) and for which this review proposes no Heritage Overlay apply. A number of sites in this location are considered to have development potential. DDO1-1-2a applies to this area where a podium between three and six storeys is allowable with a maximum height of six storeys at five metres from the road. In the absence of the Heritage Overlay 1 precinct control, these height limits could result in the development of six-storey buildings adjoining to the two-storey Exchange Hotel and the two-storey terraces at 183-187 Rouse Street.



Figure 13 South side of Rouse Street between Bay Street and Nott Street



Figure 14 East side of Nott Street between Rouse Street and the boundary of the existing Heritage Overlay

Nott Street between Rouse Street and the existing boundary of Heritage Overlay 1

This is a small residential section of the Stage 2 Review Area which does not include any proposed individual Heritage Overlays (See Figure 14). Given this area is not adjacent to any heritage buildings, it is not considered that there are any heritage issues of significance in contemplating the potential impact of future development.

Land bounded by Dow, Rouse and Beach Streets and Esplanade West (former Australasian Sugar Refining Company Site)

This is the former Australasian Sugar Refining Company site (See Figure 15). The entire block is proposed to be amalgamated into a single new Heritage Overlay (with a single citation in the PPHR) with the exception of a contemporary six-storey building on the north western corner of the land. Given the only part of the site not proposed to be included within an individual Heritage Overlay has already been developed it is considered that there is very limited potential for development on land not controlled by the Heritage Overlay and in proximity to the former Australasian Sugar Refining Company heritage buildings to have an adverse impact on the heritage complex.

West side of Bay Street between Rouse Street and the existing boundary of Heritage Overlay 1

This is a small residential section of the Stage 2 Review Area and includes the Exchange Hotel, which is proposed to be subject to a site-specific Heritage Overlay (See Figure 16). Also included in this area is 31-33 Bay Street which is Significant on the Port Phillip Heritage Policy Map but is not proposed for a Heritage Overlay in this Review. Between and on either side of these buildings, land is developed for the low-scale 1980s social housing, this continues southward (not included in the existing HO1)



Figure 15 North-western corner of the Australasian Sugar Refining company site



Figure 16 Streetscape of Bay Street between Rouse Street and the boundary of Heritage Overlay 1

East side of Bay Street between Rouse Street and the existing boundary of Heritage Overlay 1

Opposite, on the east side of Bay Street, are a number of significant buildings subject to existing Heritage Overlays, including Morleys Coal Depot, and the Navy Drill Hall and Post Office Complex (the latter is included on the Victorian Heritage Register). Also on the east side of Bay Street is the Local Hotel which is recommended for a new individual Heritage Overlay in this review.

This land is included within DDO1-2b which allows for a three to four- storey podium and a four- storey maximum height at five metres from the road. While it would depend on the design approach, development of this scale adjacent to the Exchange Hotel could have an adverse impact on the presentation of this building and it would be desirable for the planning controls to allow for a consideration of this issue in assessing any proposal for redevelopment in this location.

Bay Street between Rouse Street and the area to be removed from Heritage Overlay 1

This is the retailing area of the Stage 2 Review Area and includes one existing and three proposed Heritage Overlays (See Figure 17 and Figure 18). This area has undergone substantial redevelopment in recent years with large scale mixed use developments some of which incorporate heritage buildings. The scale of the recent development within this area reflects the relevant DDO1-3 height limits which allow podium heights of 3 to 10 storeys and a maximum height of 6 to 10 storeys at 5 metres from the road. Only a small site at 77 Bay Street remains vacant although preliminary construction works appear to have been commenced to redevelop this land. Given the majority of sites have or are to be developed,

it is considered unlikely that future new development on land not proposed to be controlled by site-specific Heritage Overlays would have significant potential to adversely affect the surviving heritage buildings in this location.



Figure 17 Western side of Bay Street between Graham and Rouse Streets



Figure 18 Eastern side of Bay Street between the boundary of the Stage 2 Review Area and Rouse Street



Figure 19 Streetscape of Dow Street between Rouse Street and the boundary of Heritage Overlay 1

Dow Street between Rouse Street and the boundary of Heritage Overlay 1

This is a mixed use area of the Stage 2 Review Area and includes a bluestone warehouse within an existing Heritage Overlay and the former Army and Navy Hotel which is proposed for a new site-specific Heritage Overlay (refer Figure 19). This area has been completely redeveloped in recent years with large scale mixed use developments. This area is currently included within DDO1-4 where a three to six storey podium is allowable with a maximum height of six storeys at five metres from the road. This is proposed to be changed to DDO1-2a within the DDO1 Review prepared by David Lock and Associates. DDO-2a supports the same height limits but does not specify a preference for a three metre front setback. Given the extent of recent redevelopment in this area it is unlikely that further development on land not proposed to be controlled by the Heritage Overlay could adversely affect the significance of the heritage buildings in this streetscape.

Conclusions

The preceding analysis of specific streetscapes suggests that the heritage significance of buildings within some (albeit a limited number) of the existing and proposed Heritage Overlays could be adversely affected by the redevelopment of adjoining sites. Much of the Stage 2 Review Area has been redeveloped for large scale mixed use developments, particularly along the retail section of Bay Street, along Dow Street, and at the Former Sugar Refinery site. The lack of future development potential within these streetscapes means that there is little risk that new development could adversely affect the significance of existing or proposed individual heritage overlays. However, the removal of Heritage Overlay 1 within the relatively underdeveloped finer grain residential areas on Rouse Street and Bay Street south of Rouse Street could result in inappropriate development adjacent to individual

Heritage Overlays, particularly given the provisions of Design and Development Overlay 1 contemplate three to six storey development in these locations. On this basis there is considered to be a justification for the consideration of additional controls to assist in managing this issue.

3.5.3 *Review of Existing planning policy framework*

Design and Development Overlay 1 (DDO1)

Design and Development Overlay – Schedule 1 relates to the Port Melbourne Mixed Use Growth Area (See Figure 20). The Design and Development Overlay provisions at Clause 43.02 specify that a permit is required to construct a building or carry out works. DDO1 sets out design objectives and buildings and works requirements for this area along with stipulating preferred and maximum height limits for ten distinct areas within the DDO.

DDO1 already includes two design objectives that seek to protect the setting, appearance and significance of heritage places by:

Ensuring that the height of new development on sites adjoining a heritage place provides a transition between the height of the heritage place and any higher surrounding buildings.

Ensuring that frontage setbacks of new development complement the frontage setbacks of a heritage place on the same site or an adjoining site.

Appropriate frontage setbacks adjacent to heritage buildings are further controlled by a deemed to comply 'Buildings and works' provision, which requires that the setbacks of any heritage place adjoining the land are matched.

The design objective relating to height is not provided with an equivalent 'Buildings and works' requirement to guide the implementation of this objective. Rather buildings and works are deemed to comply with all design objectives providing they do not exceed the preferred maximum height. Generally the preferred maximum height is three storeys on the street front and four to six storeys at five metres from the road within Stage 2 Review Area.

A further current 'Building design' requirement is relevant to properties facing Bay Street within part of the Stage 2 Review Area which states:

New development is not visible above the roofline of any building fronting Bay Street between Rouse Street and Beach Streets when viewed from a point located 1.5m above ground level at the centre of Bay Street and in line with the property frontages on the north of Rouse Street. This affects the block bounded by Beach, Nott, Rouse, Graham and Dow Streets.

This policy requirement would ensure that any redevelopment for the Post office, Drill hall, Local Hotel, Coal Depot and the Exchange Hotel along with properties to the rear of these buildings would not detract from the significance of these buildings.

Having regard the findings of the specific streetscape analysis at Section 3.5.2 of this report the only parts of the Stage 2 Review Area where new development adjacent to the proposed individual Heritage Overlays is likely to adversely affect the significance of buildings is along Rouse Street and on the western side of Bay Street between Rouse Street and the boundary of Heritage Overlay 1. In particular, risk to heritage significance relates to the redevelopment of sites adjacent to the Exchange Hotel and the Victorian residences at 183-187 Rouse Street.

In lieu of the Heritage Overlay 1 precinct, DDO1 does not provide sufficient policy to effectively manage development on sites adjacent to the individually significant buildings

within the Stage 2 Review Area, particularly in terms of height and design of new buildings. In fact the design objective relating to height allows for transitional building heights between heritage buildings and higher buildings, which may encourage buildings that dominate heritage buildings. Given DDO1 is currently under review, the potential exists to address these issues by revising this design objective and including additional 'buildings and works' requirements that encourage appropriate height and design on sites adjoining a heritage place.

Specifically, the following changes to the design objectives and buildings and works requirements may be contemplated for inclusion in DDO1:

Revised design objective

To protect the setting, appearance and significance of heritage places by:

Replace:

- Ensuring that the height of new development on sites adjoining a heritage place provides a transition between the height of the heritage place and any higher surrounding buildings.

With the following:

- Ensuring that the height and design of new development on sites adjacent to a heritage place does not adversely affect the cultural heritage significance of the heritage place.

New buildings and works requirement

The height of new development adjacent to land in a Heritage Overlay should be generally consistent with the façade height of significant and contributory buildings. Taller structures should be sited and designed so that they do not dominate adjacent heritage places.

The Review of DDO1 by David Lock and Associates

The City of Port Phillip is undertaking a review of DDO1. David Lock and Associates (DLA) have produced a report recommending a suite of changes to the provisions of DDO1, including height limits. A key recommendation of the DLA report is delete the preferred maximum height provisions for development beyond the nominated setback and the 'deemed to comply' provision that renders development not exceeding the preferred height limit to be compliant with the design objectives. DLA make this recommendation given much of the land within the affected areas has already been redeveloped at or close to the preferred height limits and development should be required to meet all relevant design objectives and outcomes whatever its height.

The recommendation to delete the preferred maximum height provisions for development beyond the nominated setback does not have ramifications for that part of the Stage 2 area identified as comprising individually significant heritage buildings and not being fully developed (ie. along Rouse Street and on the western side of Bay Street between Rouse Street and the boundary of Heritage Overlay 1). The preferred and absolute maximum height limits for development beyond the nominated setback within these areas (2a and 2b) are the same meaning that this change will have no impact. The removal of the 'deemed to comply' provisions where development does not exceed the preferred height limits is supported given this gives greater effect to the design objectives.

The specific changes recommended in the DLA report have a negligible impact on the Stage 2 Review area. This is with the exception of changes recommended for the front setback requirements on the western side of Dow Street which are proposed to be altered from three

to zero metres. Given the two heritage buildings on the western side of Dow Street have zero front setbacks this change is considered appropriate.

Section 3.9 of the David Lock and Associates report refers to a VCAT decision for 86 Dow Street Port Melbourne where the Tribunal held that the 'deemed to comply' provision in relation to the matching setbacks of adjoining heritage places is unclear. To ensure this provision specifically relates to heritage places adjoining the land and facing the same street the report recommends the provision is amended to say:

Setbacks of any heritage place adjoining the land and facing the same street are matched.

Section 3.12 of the David Lock and Associates report observes that the City of Port Phillip regards heritage values within Port Melbourne as being more important than the policy support for growth and multi-level development contemplated by the height limits in DDO1. VCAT has not decided in favour of this approach for a number of appeal cases within DDO1. To address this issue the report recommends the introduction of an additional 'Buildings and works' requirement as follows:

Where sites are affected by the Heritage Overlay, the provisions of the Heritage Overlay shall take precedence over the provisions in the table to this schedule.

These proposed written policy requirements as recommended by David Lock and Associates are supported as they will assist to ensure that new development on sites included within the existing and proposed Heritage Overlays and development on adjoining sites does not detract from the heritage significance of these buildings. However, they do not work to address the issue of appropriate height and design of new development adjacent to land in a Heritage Overlay as outlined in the specific streetscape analysis at Section 5.3.2 of this report. In these circumstances it is suggested that the previously recommended revised design objective and new buildings and works requirement are incorporated into the DDO1 to address the appropriate development of site adjacent to land within a Heritage Overlay.

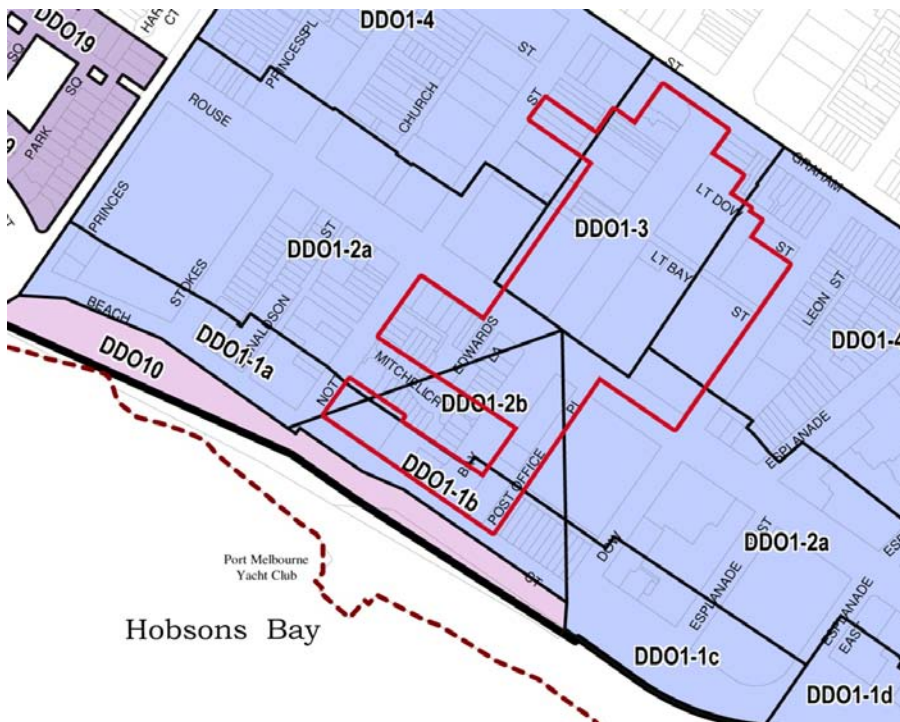


Figure 20 Extent of Design and Development Overlay 1 over the Stage 2 Review Area

Clause 21.05 Built Form

Clause 21.05 Built Form is part of the Municipal Strategic Statement within the Port Phillip Planning Scheme. This policy already includes objectives and strategies relating to appropriate development adjacent to heritage buildings and overlays. Specifically, these objectives and strategies include:

- 1.5 Ensure that new development respects and enhances the scale, form and setbacks of nearby heritage buildings.
- 3.5 Require new development to respect and not detract from the scale, form and setbacks of nearby heritage places in the Heritage Overlay.

Clause 21.05 directs that provision 1.5 and 3.5 be implemented by the application of the Heritage Policy at Clause 22.04 of the scheme, which does not apply to land outside of the Heritage Overlay as discussed below. Provision 3.5 may also be implemented by applying the DDO. Accordingly, unless DDO1 and the Heritage Policy are amended to be applicable to land adjacent to Heritage Overlays and include policy to guide appropriate development on these sites Clause 21.05 will have limited effect. However, should such amendments to the DDO1 and the Heritage Policy be pursued no additional changes to Clause 21.05 would be necessary.

Clause 22.04 Heritage Policy

The Heritage Policy at Clause 22.04 of the Port Phillip Planning Scheme seeks to retain and conserve all significant and contributory heritage places and ensure all new development is respectfully and harmoniously integrated with the surrounding character. It applies to all land within a Heritage Overlay. If the Heritage Overlay 1 precinct is removed from most of the Stage 2 Review Area and replaced with site specific individual Heritage Overlays then Clause 22.04 could not be applied to sites adjacent to individual Heritage Overlays to manage development. Further, Council's Heritage Policy does not include any specific policy requirements relating to development immediately abutting heritage places. Potential exists to amend Clause 22.04 Heritage Policy such that it also applies to land adjacent to heritage overlays and includes provisions to guide appropriate development on these sites. This is as found in the Yarra and Stonnington Planning Schemes. While this is suggested for consideration, clearly it is a change that would affect the entire municipality and the implementation of such an amendment may require further strategic work.

Clause 22.06 Urban Design Policy for Non Residential Development and Multi-unit Residential Development

The objectives of this policy are to achieve high quality urban design and architecture that is site responsive, respects neighbourhood character and protects and enhances valued elements of the municipality. The policy applies to new non-residential development and multi-unit residential development of over four storeys along with alterations and additions to these types of development. It provides limited policy direction in relation to the impact of new development on heritage places including the following requirements:

Encourage new development to preserve the visual prominence of key landmarks in the municipality from adjoining streets, foreshore areas and other key public spaces. These landmarks include (but are not limited to):

- Landmarks of cultural significance such as town halls, clock towers, church spires, synagogues, grandstands and hotels,

- Landmark heritage buildings (...)

Encourage the design of new development to generally:

- express the urban grain and block pattern of subdivision and provide façade articulation,
- avoid poorly designed and inappropriately located reproduction architecture, (...)

Given it includes the above policy requirements the Urban Design Policy for Non Residential Development and Multi-unit Residential Development may offer limited assistance in managing development adjacent to individual Heritage Overlays. However, not all heritage places may be defined as landmarks of cultural significance and the policy is not explicit regarding appropriate scale, setback and design adjacent to heritage buildings. Further, Clause 22.06 is constrained in its application. For example, it would not apply to a three storey residential development adjacent to the two storey Victorian residences at 183-187 Rouse Street. The limitations related to the application of this policy also renders it unsuitable for adaption to include provisions to ensure appropriate development adjacent to heritage buildings.

3.5.4 Review of other planning potential mechanisms

City of Moreland Design and Development Overlay 1 (Heritage Protection)

The City of Moreland introduced Design and Development Overlay Schedule 1 (DDO1) to control the design of new buildings on land adjoining heritage places. The objective of DDO1 is to protect and enhance the environment of heritage places. The overlay has been used across the municipality and includes only sites abutting or opposite individual Heritage Overlays. A permit is required for buildings and works within DDO1 unless the proposal meets a number of quantitative and qualitative deemed to comply provisions regarding the height, setback and design of development.

The introduction of this type of Design and Development Overlay within the Port Phillip Planning Scheme would require substantial strategic justification. Initially, the overlay could be used just within the Stage 2 Review Area to manage redevelopment of sites abutting individual heritage overlays. Ultimately however it would need to be applied to all other sites adjacent to individual Heritage Overlays within the municipality where redevelopment poses a threat to heritage significance.

Further, the 'deemed to comply' provisions within the DDO as it written within the Moreland Planning Scheme are not easily quantified leading to difficulties in determining which developments require a permit.

City of Stonnington Heritage Policy (Clause 22.04)

The City of Stonnington's Heritage Policy at Clause 22.04 of the Planning Scheme applies to both heritage places within the Heritage Overlay and properties immediately abutting the place. It requires that the use and development of heritage sites and adjoining land be compatible and not adversely affect the significance of cultural heritage sites including buildings in the local area context. It also specifies that the consideration of heritage values extend beyond particular buildings to include places, landscapes and features.

As noted above, the City of Port Phillip's Heritage Policy could be amended to apply to both heritage places and adjacent sites along with the inclusion of policy provisions to manage this development. However, as previously stated this change has implications for development adjacent to heritage places across the municipality and for this reason may require substantial strategic justification.

City of Yarra Built Form and Design Policy (Clause 22.10)

The Built Form and Design Policy at Clause 22.10 of the Yarra Planning Scheme applies to all new development not included in a Heritage Overlay. Of relevance to this review the policy provides the following design guidelines:

The height of new development abutting land in a Heritage Overlay should:

- Adopt a façade height to the street frontage which is no higher than the adjacent building within the Heritage Overlay;
- Design and site taller structures so that they do not visually dominate surrounding heritage places; and
- Match the floor levels of the adjacent heritage building.

Clause 22.10 of the Yarra Planning Scheme is an effective means to manage development on sites adjoining individual heritage overlays. However, the equivalent policy at Clause 22.06 of the Port Phillip Planning Scheme may not be altered to include provisions regarding development abutting land in a Heritage Overlay given it does not apply to residential development under three storeys. In these circumstances it would be necessary to introduce an entirely new policy within Clause 22 of the scheme, which would require considerable strategic work.

3.5.5 Conclusions

Based on the review of the existing provisions of the Port Phillip Planning Scheme and controls and policies in other planning schemes amending DDO1 appears to have the greatest merit for controlling development on land adjacent to the existing and proposed individual Heritage Overlays.

The existing provisions of Design and Development – Schedule 1 (Port Melbourne Mixed Use Growth Area) could be strengthened to provide improved design objectives and new buildings and works requirements to guide the appropriate scale and design of development adjacent to heritage overlays. Given DDO1 is currently under review these changes could form part an amendment to implement the suite of changes recommended in the David Lock and Associates report dated February 2010.

As has been noted, another possible option is to amend the existing Heritage Policy at Clause 22.04 such that it applies to both heritage places within the heritage overlay and adjacent sites. The policy could also be altered to provide policy guidance for the appropriate scale, setback and design of this development. Given this policy would apply to all development within the municipality adjacent to the Heritage Overlay, consideration must be given to the strategic work required to execute this change.

4.0 Summary of recommendations

The recommendations of this report can be summarised as follows:

- Remove Heritage Overlay 1 from all of the Stage 2 Review Area except the land occupied by three shops at 105-109 Bay Street and the Police Station, Court House and Lock up complex on the corner of Bay Street and Graham Street.
- Retain the existing site-specific Heritage Overlay controls within the Stage 2 Review Area (VHR and locally listed places).
- Include ten additional individually significant buildings within the Stage 2 Review Area in new site specific Heritage Overlays. All of these properties were previously graded as significant under the *Port Phillip Heritage Review* (PPHR).

- Do not include three properties within the Stage 2 Review Area which were previously graded as contributory or significant under the PPHR in an individual Heritage Overlay.
- Introduce alternative Planning Scheme controls to ensure that in the absence of the Heritage Overlay 1 precinct control, development on sites adjacent to existing and proposed individual heritage overlays does not adversely impact these places. This is best achieved by amending the provisions of DDO1.

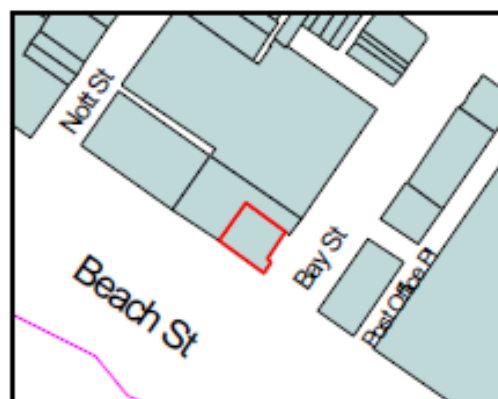
APPENDIX A Citations

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: 608

IDENTIFIER Pier Hotel

FORMERLY Pier Hotel



Recommended Heritage Overlay

Address 1 Bay Street, corner of Beach Street, PORT MELBOURNE

Category Commercial

Constructed 1860s?/c. 1937

Designer Unknown

Amendment [Text]

Comment [Text]

History

The first Pier Hotel on the subject site was established in September 1840 by Wilbraham Liardet, an early and prominent settler of Port Melbourne. Liardet had arrived at Port Melbourne in 1839.¹ He soon established a mail service from arriving ships to the township of Melbourne, and opened his timber hotel (the second at Sandridge), in September 1840, at a cost of £1300.² The hotel was originally known as the Brighton Pier Hotel, apparently reflecting Liardet's view that Sandridge be known as Brighton.³

By that summer, the Pier Hotel was described as a 'magnificent house', serving refreshments to those who arrived from Melbourne to visit the beach.⁴ Liardet's fortunes soon fell, however, and he was declared bankrupt in January 1845.⁵ He was unable to purchase the land on which his hotel stood at the first land sales of Sandridge in September 1850, and the allotment was instead purchased by DS Campbell and A Lyell.⁶ By 1857, the Pier Hotel comprised two sitting rooms, four bedrooms, a bar and four other rooms, and was rated with a net annual value of £350, and was owned by WJT Clarke and operated by James Garton.⁷ Clarke was a large landowner and prominent member of Victorian Colonial society, and a member of the Legislative Council between 1856 and 1870.⁸

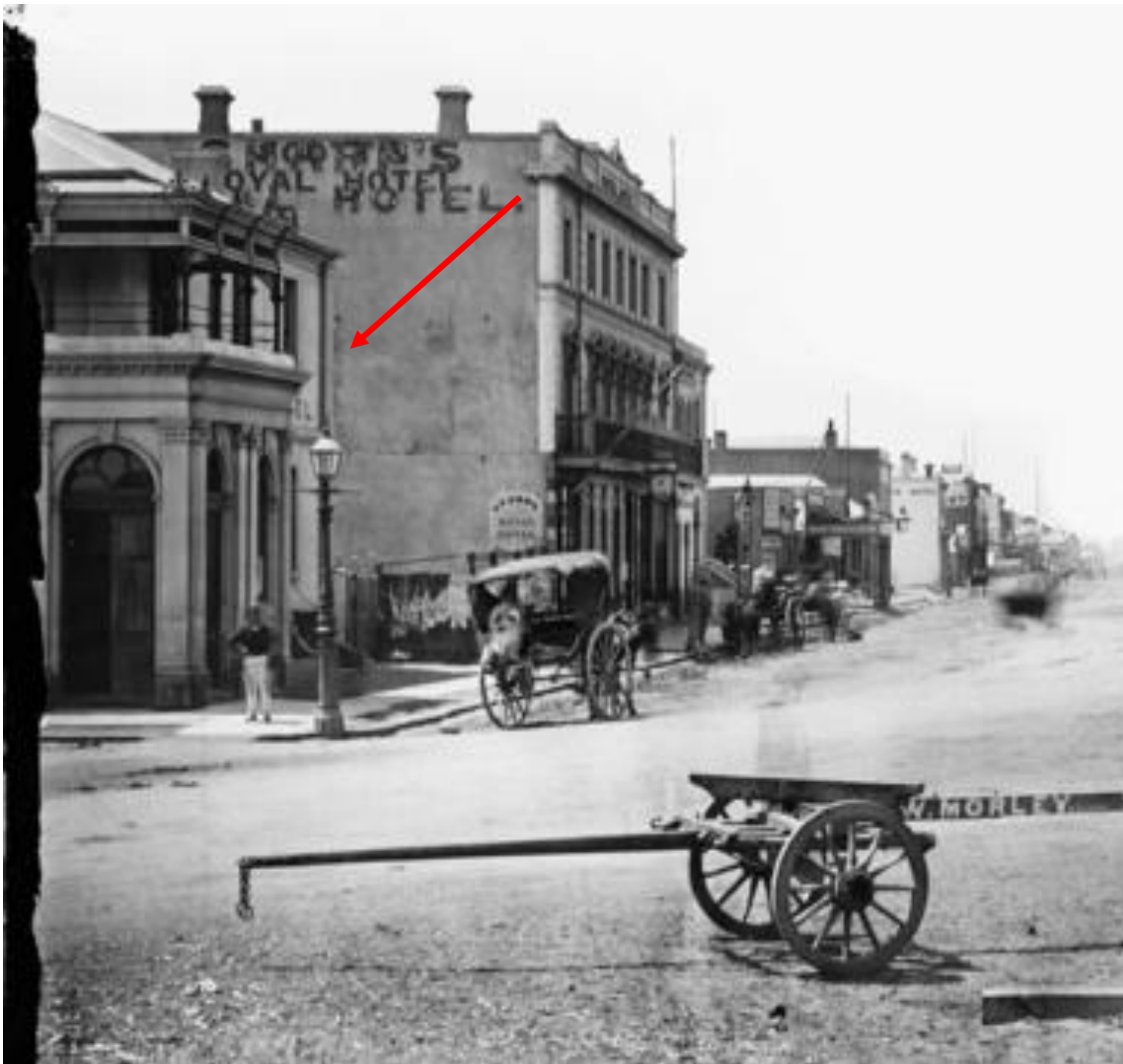


Figure 1 Detail of a photograph of Bay Street Port Melbourne looking north, c. 1872. The Pier Hotel is indicated.

Source: Holtermann collection, State Library of New South Wales.

Clarke also owned the nearby Chusan Hotel, which also had been managed by the Liardets.⁹ The Pier Hotel was extended to 15 rooms between 1857 and 1859 and its net annual value increased to £500.¹⁰ The building was described by 1861 as being constructed of brick, wood and shingles.¹¹

In 1868, a fire broke out in a number of buildings on Beach Street. The Pier Hotel was gutted and five adjoining timber houses were destroyed.¹² The damage was extensive and only the brick walls of the hotel remained, though the contents of the cellar were also said to have survived. By the following week, tenders were being called for 'reinstating the Pier Hotel', by architect James E. Austin and the Pier Hotel continued to trade.¹³

By the mid-1870s, there were 48 licensed hotels in Port Melbourne, providing refreshment and accommodation to the passengers and crew on board ships arriving in Hobson's Bay.¹⁴ It was in this period that the temperance movement began to grow, organising petitions to reduce the number of hotel licences in Port Melbourne.¹⁵ Concerns were heightened in the port township, with conflict between the local residents, sailors frequenting the hotels and the publicans who were said at the time to have 'forfeited all sympathy'.¹⁶ Yet, despite all the temperance movement's efforts, seven hotels remained in Bay Street between Beach and Rouse streets in 1895.¹⁷

The Pier Hotel continued to operate through the twentieth century, and underwent renovations in the interwar period, likely in 1937, which modernised its appearance through the application of a new Moderne façade treatment.¹⁸

In the early 1990s two small two-storey additions were made to both the Bay Street and Beach Street elevations, replacing a single-storey rendered brick wing to Beach Street and infilling a driveway with garage to the north end of the Bay Street elevation.

Thematic Context

The Pier Hotel is one of a once-large number of nineteenth century hotels and former hotel buildings in this area of Port Melbourne, historically concentrated in close proximity to the Pier, and thus with a clear relationship to the early maritime history of the suburb.

PRINCIPAL THEME: Assembly and Entertainment

SUB-THEME: Hotels

ORIGINAL OWNER: James Garton (Licensee)

CURRENT OWNER: Unknown

LOCAL/PRECINCT CHARACTER: Individual Character (individual, different from adjacent)

AUTHENTICITY -40% (to Victorian period), 80% (to interwar remodelling)

BUILDING TYPE: Hotel

CONSTRUCTION: Unknown, possibly 1850s-late 1860s, remodelling c.1937

ARCHITECTURAL STYLE: Interwar Moderne

PRINCIPAL MATERIAL: Rendered Brick

Physical/Stylistic Description

The former Pier Hotel is a two-storey rendered brick building. The facades, as altered in the mid-1930s, are in a Moderne style with opposed horizontals to the first floor windows and string courses and vertical focal points to each of the main elevations. The nineteenth century origins of the building are indicated by the small segmental arched first floor windows to the Beach Street elevation. The walls are plain rendered with a ground floor plinth, first floor string courses and recessed string courses to the corners above the first floor windows. The windows to the ground floor and to the corner at first floor level are relatively large. They are round-headed to the ground floor and rectangular to the upper level with projecting horizontal hoods. Several of the ground floor windows have been cut down and altered to form doorways giving access to an outdoor seating area on the Beach Street footpath. Retractable awnings partly conceal the ground floor window heads. The main signage in attached lettering above the lounge window hood is of recent origins.

The building was not inspected internally (and no internal controls are proposed), however Andrew Ward in his 1998 review noted that the existing large corner room retains the timber shingles to its hipped roof beneath the present corrugated iron linings.

In the early 1990s two small two-storey additions were made to both the Bay Street and Beach Street elevations, replacing a single-storey rendered brick wing to Beach Street and infilling a driveway with garage to the north end of the Bay Street elevation. Utilising extensive areas of glazing and black mosaic tiling and fins of corten steel, the additions effectively bookend the hotel

building, their dark finishes contrasting with the cream-painted render finish of the earlier hotel building.

[Allom Lovell & Associates, *Port Melbourne Conservation Study Review*, 1995 amended by Lovell Chen, 2012].

Comparative Analysis

Many nineteenth century hotels were refaced in the 1930s in the contemporary Moderne or Jazz style. The style emphasised the idea of modernity and speed through streamlined forms and horizontal lines, cantilevered canopies and vertical fins. A particularly sophisticated and successful example of a 1930s Jazz style hotel (built from the ground up rather than as a remodelling) is the former United Kingdom Hotel, Queen's Parade, Clifton Hill (JH Wardrop, 1938), recently converted to a McDonald's restaurant. Across the metropolitan area, however, there are numerous more modest examples of the style as overlaid on existing Victorian buildings in an effort to update and modernise them.

The Pier Hotel upper lounge, with its extensive glazing, parallels the first floor corner lounge refurbishment of the former Duke of Albany Hotel with origins in 1853 and subsequent additions in the later nineteenth century, at 323-325 Victoria Street Abbotsford. As there, the upstairs lounge windows were with masonry spandrels. These spandrels were given a differing colour and finish so they would read as recessed in the façade, and part of a continuous strip window. This upper level was treated as a wintergarden or enclosed verandah, and this, combined with the simplified arcading in rendered and over-painted surfacing, recalls prominent regional resort hotels, such as the similarly-sized Grand Hotel frontage, to the corner of Seventh and Deakin Avenues Mildura, a c. 1935 refurbishment of an 1891 coffee palace with Federation-era additions.¹⁹ The Mildura Grand parallels extend to the breakfront lounge entry facing Bay Street.

On the Beach Street elevation of the Pier, this corner lounge area is linked to the balance of the façade with a stairwell bay with flagpole and a recessed fluting panel above and below a stair window, counterbalanced by horizontal scoring with recessed course lines to either side, and with moulded cornices and projecting window sills treated as continuous bands. Use of a parapetted stair well with vertical accentuation was a common relieving element in 1930s façade design, and was useful in linking parapets of differing height. The 'weave' or raised and recessed course lines on the breakfront facing Bay Street was common in Australian Art Deco design, especially in Melbourne and Perth, and is seen in the apartment and commercial buildings of Oakley and Parkes, Louis Levy, J H Esmond Dorney, Harry Norris and I G Anderson in Melbourne²⁰ and Harold Boas in Perth.²¹ The accentuated horizontals put the Pier Hotel's external refurbishment into the Moderne (streamlined) part of the Deco spectrum, though the vertical proportions of most of the windows and the retention of arches evoke the modernised resort hotel in the 1930s.²²

[Allom Lovell & Associates, *Port Melbourne Conservation Study Review*, 1995, amended by Lovell Chen, 2012].

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The Pier Hotel is of historical significance at a local level for its associations with early Port Melbourne. A hotel has existed on this site since 1840, when Wilbraham Liardet, an early settler, publican and artist, opened his Brighton Pier Hotel. The present building is thought to date substantially from the late 1860s (probably incorporating fabric from the 1850s), albeit its appearance reflects extensive reworking and refacing, notably in the interwar period when a Moderne treatment was applied.

The location of the building reflects the historical theme of hotels concentrated near the waterfront in Sandridge (Port Melbourne), from the earliest phase of settlement and as related to the importance of the shipping trade in this period. Today it is one of relatively small number which still operate as hotels. In this context, it is also historically significant for having operated for more than 140 years, serving the local Port Melbourne community as a place for social and recreational activities.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

Externally, the Pier Hotel is of local architectural significance as a good representative example of a nineteenth century hotel building, remodelled in the 1930s in a Streamlined Moderne style. The re-facing of earlier buildings with a contemporary style was a common approach to the modernisation of hotels in the interwar period, as the Licences Reduction Board targeted hotels with substandard facilities. The Moderne or Jazz style was a popular choice. Features of note include the enclosed first floor lounge with extensive glazing at the corner, and, on the Beach Street frontage, the use of the vertically oriented stair well bay with flagpole as a relieving and linking element between the two flanking blocks.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

The site of the Pier Hotel is of interest for its association with Wilbraham Liardet, prominent early settler, publican and artist, who established his Brighton Pier Hotel here in 1840.

Statement of Significance

What is significant?

The Pier Hotel is a two-storey overpainted brick and render hotel building, located at the north-west corner of Bay and Beach Streets. The hotel is thought to have been initially constructed in

the late 1850s/early 1860s, although its appearance today, presenting as a Moderne-styled hotel belies this early date of construction. The hotel has in various iterations, operated virtually continuously since the late 1840s. The recent two-storey additions flanking the hotel are of no significance.

How is it significant?

The Pier Hotel is of historical and architectural significance to the City of Port Phillip.

Why is it significant?

The building has important associations with early Port Melbourne, with a hotel having operated from this site since 1840, when WFE Liardet, an early settler, publican and artist, opened his timber Brighton Pier Hotel. The present building is of rendered brick and is thought to date substantially from the late 1860s (possibly incorporating fabric from the 1850s), though its appearance reflects an interwar remodeling in a contemporary Moderne style. The location of the building reflects the historical theme of hotels concentrated near the waterfront in Sandridge (Port Melbourne), from the earliest phase of settlement and as related to the importance of the shipping trade in this period. Today the Pier is one of relatively small number which still operate as hotels. In this context, it is historically significant for having operated for more than 140 years, serving the local Port Melbourne community as a place for social and recreational activities.

Externally, the Pier Hotel is of local architectural significance as a good representative example of a nineteenth century hotel building as remodelled in the 1930s in a Streamlined Moderne style. The re-facing of earlier buildings with a contemporary style was a common approach to the modernisation of hotels in the interwar period, and the Moderne or Jazz style was a popular choice. Notable features include the enclosed first floor lounge with extensive glazing at the corner, and, on the Beach Street frontage, the use of the vertically oriented stair well bay with flagpole as a relieving and linking element between the two flanking blocks.

Recommendations

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

The recent two-storey additions flanking the main building are of no significance and could be excluded from the extent of the Heritage Overlay.

Paint controls are recommended.

References

General

Allom Lovell & Associates, *Port Melbourne Conservation Study Review*, 1995.
Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

¹ 'Liardet, Wilbraham Frederick Evelyn (1799–1878)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/liardet-wilbraham-frederick-evelyn-2358/text3087> accessed 20 June 2012.

² U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 12.

³ U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 12.

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- 4 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 14.
- 5 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 15.
- 6 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 17.
- 7 City of Melbourne valuation records, Macarthur Ward, 1857.
- 8 Anderson, Hugh, 'Clarke, William John (1805–1874)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/clarke-william-john-1902/text2247>, accessed 20 June 2012.
- 9 City of Melbourne valuation records, Macarthur Ward, 1857, U'ren, Nancy, *A History of Port Melbourne*, Melbourne, 1983, p. 21.
- 10 City of Melbourne valuation records, Macarthur Ward, 1857-1859.
- 11 Borough of Sandridge ratebooks, 1861.
- 12 *Illustrated Australian News for Home Readers*, 11 July 1868, p. 7.
- 13 *Argus*, 22 July 1868, p.3.
- 14 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 158.
- 15 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, 1983, p. 158.
- 16 *Sydney Morning Herald*, 7 March 1888, p. 7.
- 17 MMBW detail plans 324, 325, 329 Port Melbourne, 1895.
- 18 Allom Lovell & Associates and Bryce Raworth, *Inner Metropolitan Hotels*, prepared for the Historic Buildings Council, Melbourne, 1992, p. 64; Port Melbourne Building Register, 1 July 1937, n. R172.
- 19 www.qualityhotelmilduragrand.com.au/asp/history/asp, viewed 6 June 2012.
- 20 As with Mitchell House (Norris) and the former Lonsdale House (Anderson, demolished) in central Melbourne: see Philip Goad and others, *Melbourne Architecture*, Melbourne, 1999, 2009, pp. 136. item 233 (Oakley and Parkes' Yule House, 1932), 138 item 237 (Harry Norris' Burnham Beeches, 1930-33), 144 item 257 (Norris' Mitchell House, 1936); 145 item 260 (Dorney's Windemere Flats, Elwood).
- 21 See Ian Molyneux, *Looking Around Perth*, RAlA, Perth, 1981.
- 22 Julie Willis, 'Moderne, in Philip Goad and Willis, *The Encyclopedia of Australian Architecture*, Melbourne, 2011, pp. 462-466.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: 689

IDENTIFIER Former Morley's Coal Depot
FORMERLY Morley's Coal Depot



Heritage Precinct Overlay N/A

Heritage Overlay(s) HO38

Address 2-6 Bay St, PORT MELBOURNE

Category Industrial

Constructed 1872

Designer George Browne

Amendment C 29

Comment [Text]

History

Tenders for the former Morley's Coal Depot were invited in October 1872 by the architect George Browne. It was constructed for William John T Clarke (later Sir William), prominent Melbourne property owner. Its original occupant was the coal merchant William Morley, who was a prominent early citizen of Port Melbourne and first Chairman of the Sandridge Borough Council.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979].

Thematic Context

The former Morley's Coal Depot is one of a large number of former industrial buildings located within the maritime precinct close to the former Sandridge Pier.

PRINCIPAL THEME: Commerce/Trade

SUB-THEME: Warehouses connected to trade

ORIGINAL OWNER: W J T Clarke

CURRENT OWNER: [Text]

LOCAL/PRECINCT CHARACTER: Individual Character (Individual, different from adjacent)

AUTHENTICITY 70-90% original

BUILDING TYPE: Warehouse

ARCHITECTURAL STYLE: Victorian warehouse

PRINCIPAL MATERIAL: Stone



Figure 1 Detail of a photograph of Bay Street Port Melbourne looking north, c. 1872. The Coal Depot is at right. Note that the ground floor windows are 'blind'. Source: Holtermann collection, State Library of New South Wales.



Figure 2 The Coal Depot photographed in 1975, showing the appearance of the building to Beach Street, subsequently altered. Source: City of Port Phillip Heritage Collection.

Physical/Stylistic Description

The former Morley's Coal Depot is a rectangular building of two longitudinal bays with double gables at the north and south ends. The original parts of the walls are of squared rubble-faced bluestone with segmental arched window and door openings. Originally all the arched window openings were 'blind', however, several to both the east and west elevations have subsequently been unblocked and the openings glazed. The corners and openings have rendered quoins and arches. A cornice runs around all four sides including across the gable ends.

Above the main doorway to Bay Street is a curved topped pediment containing the lettering 'Morley's Coal Depot 1872'. The east elevation, facing to Post Office Place, is a mirror image of the façade to Bay Street in its detailing and massing, apart from the southern end of the elevation, which has retained a higher level of intact detailing than the corresponding south end of the Bay Street elevation. The gables contain large oculus windows. The roof has timber king-post trusses and columns. The walls and roof appear to have been raised above the cornice and original gables at a later date, and have a rendered finish. Above the cornice are paired segmental arched clerestory windows. The lower windows have been built up and doorways have been formed to the south end of the Bay Street elevation. A section of the roof has been raised and highlight windows inserted relatively recently, forming a clerestory. The gabled elevation facing Beach Street has been substantially altered with new window openings.

Comparative Analysis

Morley's Coal Depot utilises the common industrial trussed-roof single-storey shed type, in a two bay form. It contrasts with the multi-storey warehouse type seen in the bluestone warehouses in King Street, Melbourne and in multi-storey warehouses in South Melbourne. Comparable nineteenth century single-storey warehouses and similar structures in Melbourne include the former Hudsons Stores (originally McLean Brothers and Rigg warehouse) (1866-7), Bourke Street, Melbourne, and the former Australasian Sugar Refining Company warehouse at 11 Beach Street, Port Melbourne (c. 1891) (q.v.). Among such examples, its double-gabled form and the detailing of the bluestone walls and central pediment are distinctive.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

Morley's Coal Depot is of historical significance at a local level. Prominently sited at the north-east corner of Bay and Beach Street, at a key site on the main thoroughfare to Melbourne and within the then busy port environs, the building reflects the early industrial history of Port Melbourne.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

Morley's Coal Depot is a finely executed and substantial example of a warehouse building of the early 1870s.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Constructed as a coal depot, a use which would only require the most utilitarian of structures, the architectural design and detailing of the building is elegantly realized, down to providing a row of 'blind' windows, to relieve the blank elongated elevation facing to Bay Street.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

The building has historical associations with William Morley, a prominent local citizen and first Chair of the Borough of Sandridge.

Statement of Significance

What is significant?

Morley's Coal Depot is a single-storeyed, double gable-roofed warehouse building constructed of rubble-faced bluestone and rendered brick. Prominently sited at the north-east corner of Bay and Beach Streets, the building has been altered over time, with recent works returning it to an approximation of its earlier form.

How is it significant?

Morley's Coal Depot is of historical significance and aesthetic (architectural) significance to the City of Port Phillip.

Why is it significant?

The former Morley's Coal Depot demonstrates the role of industry in Port Melbourne's nineteenth century waterfront, and is also associated with prominent early local citizen and first Chairman of Sandridge Borough Council William Morley. The building stands as a finely executed and substantial example of a warehouse building of the early 1870s. Constructed as a coal depot, a use which would only require the most utilitarian of structures, the architectural design and detailing of the building is elegantly realized, down to providing a row of 'blind' windows, to relieve the blank elongated elevation facing to Bay Street.

Recommendations

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

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, 1995.

Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Nancy U'Ren and Noel Turnbull, *A History of Port Melbourne*, Melbourne, 1983.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation ****

IDENTIFIER	The Local
FORMERLY	Royal Mail Hotel



Recommended Heritage Overlay

Address	22 Bay Street PORT MELBOURNE	Category	Commercial: residential
Constructed	c. 1871, c. 1918, 1937	Designer	Richard Le Poer Terry (1937 alterations)

Amendment

Comment

History

The Royal Mail Hotel was established by Carl Julius Frederick Seismann in 1871 and was described as a ten room brick bar with land.¹ Seismann had previously operated as a mail contractor on this site, and resided in Sandridge from as early as 1858.² The 'Royal Mail' name derives from the hotel's proximity to the post office and telegraph office, then located on the south-east corner of Bay and Rouse streets. Seismann owned and operated the hotel as 'Seismann's Royal Mail Hotel' until 1880, before it was sold to a Mr J Bell.³

By the mid-1870s, there were 48 licensed hotels in Sandridge, providing refreshment and accommodation to the passengers and crew on board ships arriving in Hobson's Bay. It was in this period that the temperance movement began to grow, organising petitions to reduce the number of hotel licences in Port Melbourne.⁴ Tensions between local residents, sailors and publicans rose. Frederick Seisman was prominent in the opposition to the temperance forces in the suburb in the 1880s, organising a meeting of the local publicans in February 1887.⁵ The Royal Mail was one of 23 hotels considered for closure by the licensing court in 1888, the Inspector of Police describing the hotel as a 'brick house, [with] slate roof, fairly furnished and well conducted', though lacking a yard 'to afford the necessary accommodation for an hotel'.⁶ A decision to close 23 of the 47 hotels in Port Melbourne was overturned in 1890, and despite the temperance movement's efforts, seven hotels remained in Bay Street between Beach and Rouse streets in 1895.⁷

Hotels were often used for local meetings and police and judicial matters, and the Royal Mail Hotel hosted meetings of the Oddfellows and friendly societies, coronial inquests and funerals in the 1870s and 1880s.⁸

It appears that by the 1920s the hotel had acquired the adjacent land and constructed an additional wing to the north, which also featured a semicircular moulding on the parapet (Figure 3) In 1937, refurbishment works designed by architect Richard Le Poer Terry were carried out at the hotel, which linked the two bays behind a new Moderne facade.⁹

The Royal Mail Hotel continued to operate through the twentieth century and is now known as 'The Local'.

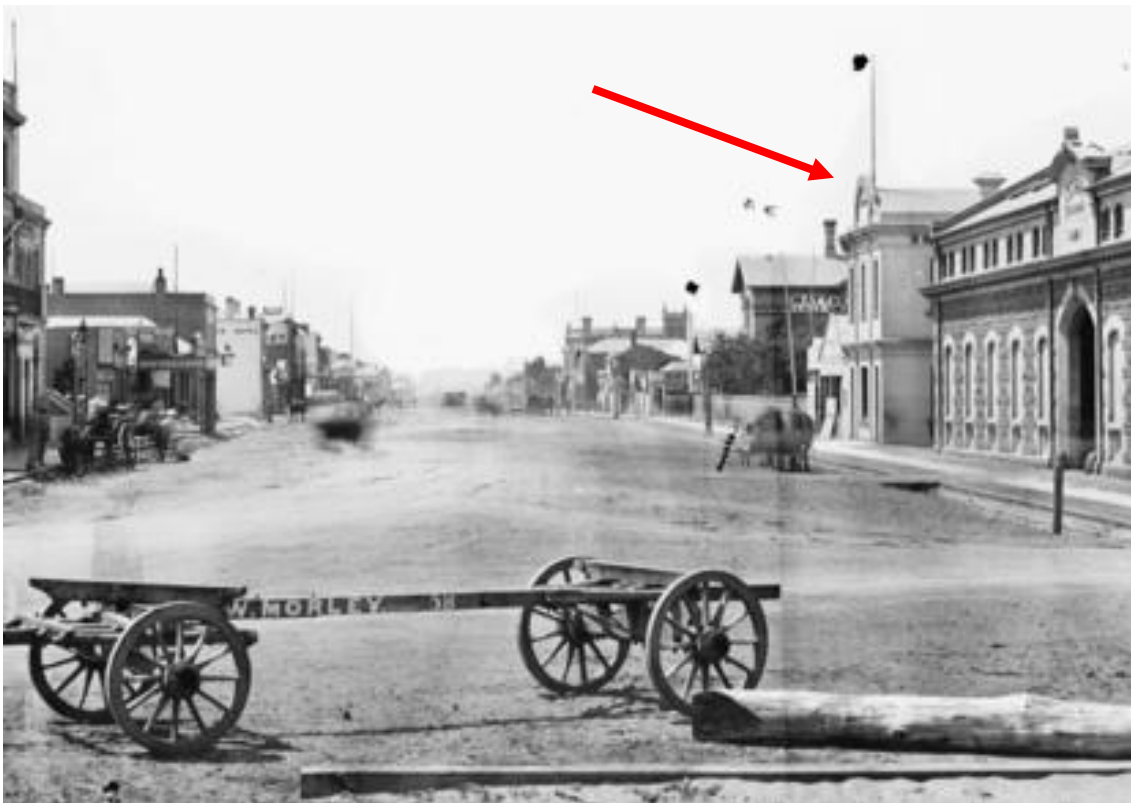


Figure 1 Detail of a photograph of Bay Street Port Melbourne looking north, c. 1872. The Royal Mail Hotel is indicated.

Source: Holtermann collection, State Library of New South Wales.



Figure 2 South elevation of the Royal Mail Hotel, prior to the construction of the rear additions. Source: City of Port Phillip Heritage Collection, reproduced from *A History of Port Melbourne*.

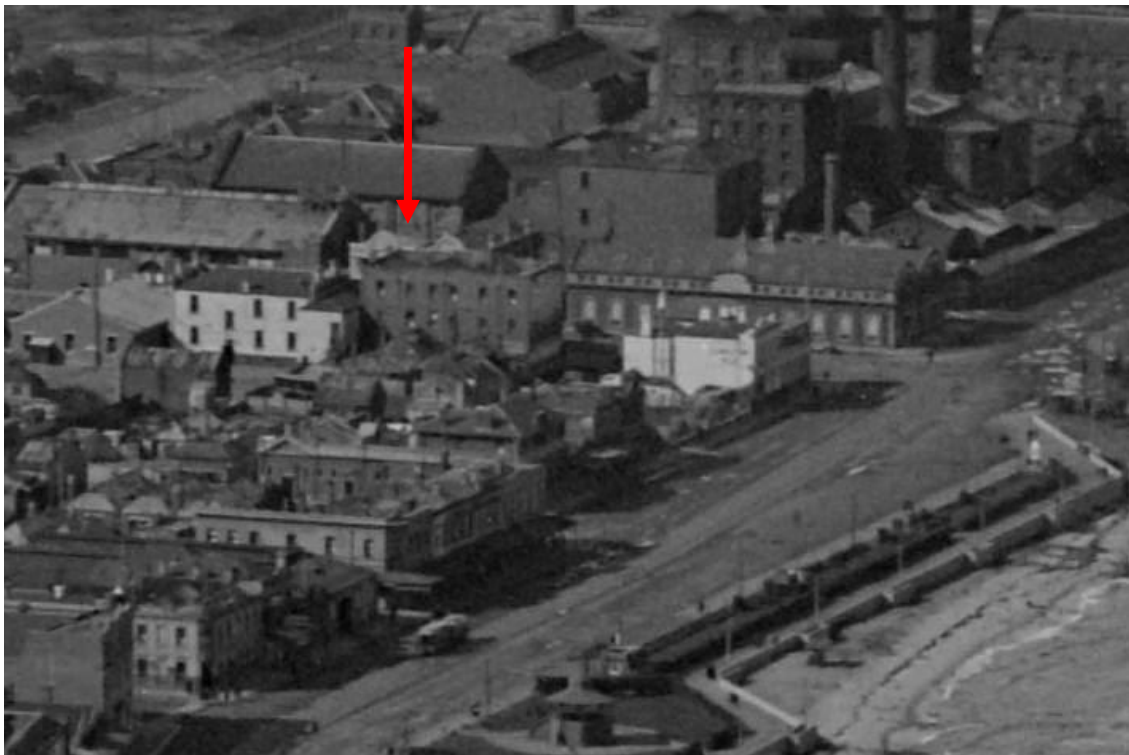


Figure 3 Airspy oblique aerial of Port Melbourne, looking east c. 1925-1929, with parapet of two bays of the Royal Mail Hotel indicated. Source: State Library of Victoria.

Thematic Context

The former Royal Mail Hotel is one of a large number of nineteenth century hotels and former hotel buildings, historically concentrated within close proximity to the Pier, and with a clear relationship to the early maritime history of the suburb.

PRINCIPAL THEME: Assembly and entertainment

SUB-THEME: Hotels

ORIGINAL OWNER: Frederick Seismann

CURRENT OWNER: Unknown

LOCAL/PRECINCT CHARACTER: Individual, different from adjacent

AUTHENTICITY: -30% to original construction, 80% to 1930s alterations.

BUILDING TYPE: Hotel

ARCHITECTURAL STYLE: Moderne

PRINCIPAL MATERIAL: Rendered Brick

Physical/Stylistic Description

The former Royal Mail Hotel building at 22 Bay Street is constructed of rendered brickwork, to the extent of the elevations to Bay Street and to the adjoining laneway to the south. The first floor has an older stippled render, while that to the ground floor is a recent smooth finish. To the rear (east) elevation to Post Office place, parts of the original ruled, rendered finish are visible. Part of the original plinth of rough coursed bluestone is extant to both the south and east elevations.

The hotel was built in stages, with the earliest section being on the corner of Bay Street and the laneway to the south, of 1873, shown in the historic photograph at Figure 2. This shows a single-storeyed skillion-roofed service wing behind the original section of the building. Subsequently, the hotel was extended to fill the whole allotment to the east boundary with Post Office Place. A further two-storey addition north along Bay Street was constructed in c. 1918.¹⁰ Subsequently the service yard behind the c. 1918 addition to the hotel was infilled, initially as a single-storey construction in red face brick, later-over painted and most recently with a second storey added.

The hotel has a deep parapet relieved by a centralised stepped moulding, above a (blank) cement-rendered signage panel. A string course runs along all first floor window heads and there is a substantial concave-profile banded moulding, almost an entablature, separating the first from ground floor. This projects from the northern half of the facade, carried on rendered corbels and supporting a balcony at first floor level. Glazing and doors to this balcony have been removed and a larger balcony area inset within the building proper. A verandah hood, carried on painted timber brackets, provides weather protection.

Behind the parapet, the hotel roof comprises three hipped roof forms, clad in corrugated metal, with a flat roofed section to the north-east quarter of the evolved building. There are two double chimneys which rise from the south boundary wall, incorporated into the parapet. These have a stippled rendered finish and brick capping, in keeping with the Moderne decorative scheme. A third chimney, forming part of the first stage of the building's construction and located between the second and third of the first floor windows to the south elevation has been truncated, with its location still discernible when compared to historic photographs. The openings to the ground floor façade are all symmetrically placed with the doors inset, forming small alcoves. Those on the original section of the building appear to follow the rhythm of the openings shown in a later nineteenth century photograph of Bay Street, and those at first floor level of the south elevation

also appear to be as originally constructed.¹¹ The glazing and doors are all recent. The first floor windows to the earliest portion of the building have been fitted with flush metal-framed glazing divided by a horizontal glazing bar, referencing a sash window form. The glazing appears to be a soundproofing measure. This window treatment continues along the south elevation and around to the rear where the original rendered projecting first floor sills are still extant. There is a single door in the rear elevation, but this is thought to have infilled a larger opening, as the space between the two flanking sections of the bluestone plinth is considerably wider than this opening. There is a roller door and delivery area to the adjoining section of the rear elevation, set into the over-painted brickwork.

There is a modern first floor addition, set atop this originally single-level rear elevation, formed of painted panelling, which may be of mdf. Non-original illuminated signage extends from the centre of both the façade and the south elevation.

Comparative Analysis

Interwar refurbishments of existing premises were common in hotels that survived the pre-1916 Licences Reduction Board cull, incorporating residential accommodation with separate entries and additional rooms where required, and adaptations in drinking areas to deal with 6 o'clock closing.¹² Many were refurbished by brewing companies, especially the Carlton & United Breweries.¹³ Many long-standing hotels from the 1850s and 1860s were altered and refaced in a range of Federation, 1920s and 1930s decorative treatments. Such early twentieth century refurbishments include the Yorkshire Stingo in Hoddle Street Collingwood (1915), and The Royal Oak, originally constructed in 1871, in Nicholson Street North Fitzroy.¹⁴ Others included the Cricketer's Arms and the Royal in Punt Road Richmond, the Duke of Albany (1860, refurbished after 1933), Victoria Street North Richmond and the Windsor Castle Hotel, Albert Street Windsor (1871, refurbished 1935). Closer to home, and in a Port Melbourne context, interwar remodelling works were undertaken to the Pier Hotel (q.v.), Swallows Hotel at 192 Station Street Port Melbourne, and the Rose and Crown at 309 Bay Street.¹⁵

These refurbishments gave old hotels the appearance of new buildings. The architects for these refurbishments varied, with Cowper Murphy and Appleford and Robert H McIntyre being dominant in the field. However, architect Richard Le Poer Terry also completed a number of these refurbishments, including the Windsor Castle Hotel and the Continental Hotel, Sorrento both undertaken in 1935.¹⁶

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The former Royal Mail Hotel is of historical significance at a local level. It has important historical associations through the long-term use of the site as a hotel. Sited toward the waterfront end of Bay Street, it is within an area that was historically well-populated by hotels in the late nineteenth century. Today it is one of relatively small number which still operate as hotels and has operated for more than 140 years, serving the local Port Melbourne community as a place for social and recreational activities.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

The former Royal Mail Hotel is a representative example of a nineteenth century hotel remodelled in the 1930s in the Moderne style. The re-facing of earlier hotel buildings with a contemporary style was a common approach to the modernisation of hotels in the interwar period, as the Licences Reduction Board targeted hotels with substandard facilities.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

The former Royal Mail Hotel is constructed of rendered brickwork, to the extent of the elevations to Bay Street and to the adjoining laneway to the south. To the rear (east) elevation to Post Office place, parts of the original ruled, rendered finish are visible. Part of the original plinth of rough coursed bluestone is extant to both the south and east elevations. The hotel was built in stages, with the earliest section being to the corner of Bay Street and the laneway to the south, of 1873. Subsequently, the hotel was extended further east to fill the whole allotment to the boundary with Post Office Place. A further extension north along Bay Street was constructed in c. 1918. The building was refurbished in 1937, at a time when nearby hotels including the Pier Hotel were also being modernised.

How is it significant?

The former Royal Mail Hotel is of historical significance to the City of Port Phillip.

Why is it significant?

The former Royal Mail Hotel is of historical significance at a local level. It has important historical associations through the long-term use of the site as a hotel. Sited toward the waterfront end of Bay Street, it is within an area that was historically well-populated by hotels in the late nineteenth century. Today it is one of relatively small number which still operate as hotels and has operated for more than 140 years, serving the local Port Melbourne community as a place for social and recreational activities. It is also of significance as a good representative example of a nineteenth century hotel remodelled in the 1930s in the Moderne style. The re-facing of earlier hotel buildings

with a contemporary style was a common approach to the modernisation of hotels in the interwar period.

Recommendations

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

Paint controls are recommended.

References

General

Nancy U'Ren and Noel Turnbull, *A History of Port Melbourne*, Melbourne, 1983.

Allom Lovell & Associates with the Urban Consulting Group, *Port Melbourne Foreshore Strategy*, for the City of Port Melbourne, 1994.

Specific

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- 1 Port Melbourne rate books, 1872-1873.
 - 2 *Sands & McDougall Melbourne Directory*, 1858-1873, various listings.
 - 3 *Argus*, 24 June 1885, p. 7.
 - 4 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, 1983, p. 158.
 - 5 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, 1983, p. 158.
 - 6 *Argus*, 13 June 1888, p. 11.
 - 7 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, 1983, p. 160; MMBW detail plans 324, 325, 329 Port Melbourne, 1895.
 - 8 *Argus*, 27 January 1883, p 13, 20 March 1875 p 8 and 28 September 1881, p. 8.
 - 9 Miles Lewis' Australian Architectural Index , *Age*, 30 April 1937.
 - 10 The date of this construction is only approximate and is drawn from an examination of listings in the *Sands & McDougall Melbourne Directory*, various years between 1900 and 1920.
 - 11 'Bay Street, Sandridge', Holtermann collection, State Library of New South Wales; 'Unloading kegs at Seismann's Royal Mail Hotel', Gould Collection, City of Port Phillip Heritage Collection.
 - 12 Bryce Raworth with Allom Lovell & Associates, *Inner Metropolitan Hotels, Preliminary Assessment and Comparative Analysis*, for Historic Buildings Council, Melbourne, 1992, pp. 24-29.
 - 13 Bryce Raworth with Allom Lovell & Associates, *Inner Metropolitan Hotels, Preliminary Assessment and Comparative Analysis*, for Historic Buildings Council, Melbourne, 1992, discussion of Prince Albert Hotel Williamstown, n.p.
 - 14 Bryce Raworth with Allom Lovell & Associates, *Inner Metropolitan Hotels, Preliminary Assessment and Comparative Analysis*, for Historic Buildings Council, Melbourne, 1992, pp. 50 (Royal Oak) and 57 (Yorkshire Stingo).
 - 15 Bryce Raworth with Allom Lovell & Associates, *Inner Metropolitan Hotels, Preliminary Assessment and Comparative Analysis*, for Historic Buildings Council, Melbourne, 1992, p. 69.

16 'Windsor Castle Hotel' City of Stonnington Heritage Citation report, Hermes id #149924, accessed electronically, 18 June 2012.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: ****

IDENTIFIER Exchange Hotel
FORMERLY United States Hotel



[Insert map image]

Recommended Heritage Overlay

Address 39 Bay Street
PORT MELBOURNE

Category Commercial

Constructed 1856-7?, 1879, 1916

Designer Frederick Williams (1879 alterations)

Amendment [Text]

Comment [Text]

History

The land on which the present-day Exchange Hotel was built was owned by Thomas Pemberton, previously a joint proprietor of the Ship Hotel, also located in Bay Street. Originally known as the United States Hotel, the building was constructed in mid-1856, and an advertisement for a barmaid appeared in the *Argus* in October that year.¹ The first rate book entry for the hotel in 1858 described it as a brick bar with two sitting rooms, four sleeping rooms and bagatelle, (a table-top variation of billiards).² In 1872, the then proprietor, W H Sawbridge, changed the name of the United States Hotel to the Exchange Hotel, as it was known from then onwards.³ In 1879, a tender notice appeared in the *Argus*, issued by architect Frederick Williams for tenders to cement and alter the appearance of the Exchange Hotel.⁴

The Exchange Hotel was extended with the addition of a wing to the south along Bay Street in 1916, and at this time the licensee changed to John Gubbins, previously the licensee of the Railway Club Hotel in Princes Street, Port Melbourne.⁵ In 1933, then licensee John Jessop applied for permission to serve liquor to diners. The application was opposed on account of there being only four chairs in the dining room, a fact which the police used to accuse Jessop of after-hours liquor trading.⁶

In recent years the hotel operated as both a 'Molly Blooms' and a 'Father Flanagans' Irish-themed hotel.



Figure 1 Detail of a photograph of Bay Street Port Melbourne looking north, c. 1872. The (then) United States Hotel is indicated.

Source: Holtermann collection, State Library of New South Wales.

Thematic Context

The Exchange Hotel is one of a once-large number of nineteenth century hotels and former hotel buildings in this area of Port Melbourne, historically concentrated within close proximity to the Pier, and thus with a clear relationship to the early maritime history of the suburb.

PRINCIPAL THEME: Assembly and entertainment

SUB-THEME: Hotels

ORIGINAL OWNER: Thomas Pemberton (Licensee)

CURRENT OWNER: Unknown

LOCAL/PRECINCT CHARACTER: Individual, different from adjacent

AUTHENTICITY: 70% (to 1916 works)

BUILDING TYPE: Hotel

ARCHITECTURAL STYLE: [Text]

PRINCIPAL MATERIAL: Rendered Brick

Physical/Stylistic Description

The Exchange Hotel at 39 Bay Street is a two-storey overpainted brick and render hotel building, with a splayed corner entry, located at the south-west corner of Bay and Rouse Streets. The hotel

is thought to have been constructed in at least two phases in the nineteenth century (1856, 1879), with a scheme of works in 1916 comprising the addition of a further bay to the south along Bay Street and a wing extending back into the site as well as a comprehensive refurbishment of the earlier corner building. The exact nature and impact of the 1916 scheme of works on the earlier structure has not been confirmed, but it appears to have been relatively thoroughgoing and may have included the partial rebuilding of the facades to Bay and Rouse Streets. Externally, the building appears to be relatively intact to the 1916 remodelling but has undergone a series of modifications at ground floor (street) level.

The roof is a hipped form to the original nineteenth century portion of the building (at the corner) with a further hipped form to the 1916 south wing, all clad in corrugated metal. The facades to Bay and Rouse Street are broken into bays by shallow brick pilasters that rise the full height of the facades, to the parapet. There is a prominent rendered parapet to either side of the corner entablature, with pressed cement lettering reading 'The Exchange Hotel', and the date '1916' on the corner parapet. The ground floor has a smooth render finish to the height of the prominent moulded cement string course, with overpainted brick and render banding to the first floor above. A frieze below the dividing string course is blank apart from non-original pyramidal forms, which form part of the recent ground floor works. At first floor level, the windows are timber-framed double-hung sashes, with rendered brick sills, and appear to date from the 1916 scheme of works. Window openings to the ground floor are now infilled with fixed plate glass. The corner entrance retains a pair of painted timber-panelled doors with glazed panes. Another pair is set into the entry from Rouse Street. The thresholds to all entrances are of concrete, and could either date from the 1916 scheme of works or a later refurbishment project.

From the rear the two-phased construction of the hotel is apparent with a narrow light court set between the two elongated rear wings. There is a later single-storey service wing to the rear along Rouse Street which returns to a laneway. This wing comprises kitchen and a dining room with a timber and glazed lantern roof form.

Comparative Analysis

The Exchange, a corner hotel with a chamfered entry, was substantially refurbished and extended to the south by a further bay in 1916. The parapet and string courses, with their reverse ogee top mouldings, are characteristic of this period. This example is less flamboyant than the contemporary hotel designs by Smith Ogg and Serpell, Robert Haddon and others. Rather, it adopts a conservative and restrained style, using banded brickwork and render, with prominent flat rendered parapets. A related but more distinctive and intact example is the Exford Hotel, 199 Russell Street at the corner of Little Bourke Street, thought to be a wholly new construction in 1913-14 to the design of architect R B Whitaker. This hotel, three storeys in height, retains its unpainted brickwork and render finishes, parapet and fine Art Nouveau leaded glass to the ground floor. Some similar design elements in the form of the window openings and parapet are discernible to the former Fox's Hotel, later the Tower Hotel and Office Inn, and again the Fox Hotel 351 Wellington Street Collingwood (1887), at the corner of Alexandra Parade. This hotel was also refaced in the Edwardian period, although the exact date of these works is not known.

While the Exchange Hotel presents as a 1916 remodelling, its nineteenth century origins are also evident and in this regard it compares generally with numerous examples of two-storey chamfered corner hotel buildings in Port Melbourne and elsewhere in the municipality.

Assessment against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The Exchange Hotel is of historical significance at a local level. It is sited towards the waterfront end of Bay Street, in an area that was historically well-populated by hotels in the late nineteenth century. This reflected both the relationship of hotels to the port activities and the importance of

Bay Street as the road to Melbourne and main commercial strip. The hotel is also significant for having operated for over 130 years, serving the local Port Melbourne community as a place for social and recreational activities. It is one of only a handful of historic hotel premises in the area which continues to operate as a hotel.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

The Exchange Hotel is of local significance as a representative example of a nineteenth century hotel which was extensively remodelled and extended in the early twentieth century. Its nineteenth century origins are suggested by the corner wing, with its splayed corner, with the overlay of the 1916 works representing the modernisation of the building in the late Edwardian period. Hotel were commonly remodelled and refurbished in this period and particularly into the interwar period as the Licences Reduction Board targeted hotels with sub-standard facilities.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance to the City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

The Exchange Hotel at 39 Bay Street is a two-storey over-painted brick and render hotel building, with a splayed corner entry, located at the south-west corner of Bay and Rouse Streets. The hotel is thought to have been constructed in at least two phases in the nineteenth century (1856, 1879), with a scheme of works in 1916 comprising the addition of a further bay to the south along Bay Street and wing extending back into the site as well as a comprehensive refurbishment of the earlier corner building. The single-storey wing at the rear is of no significance.

How is it significant?

The Exchange Hotel is of historical significance to the City of Port Phillip.

Why is it significant?

The Exchange Hotel is of historical significance at a local level. It was established in the late 1850s on a site towards the waterfront end of Bay Street, in an area that was well-populated by hotels in the late nineteenth century. This reflected both the relationship of hotels to the port activities and the importance of Bay Street as the road to Melbourne and main commercial strip. The hotel has operated for over 130 years, serving the local Port Melbourne community as a place for social and recreational activities. It is one of only a handful of historic hotel premises in the area which continues to operate as a hotel.

The Exchange Hotel is also of architectural significance as a representative example of a nineteenth century hotel which was extensively remodelled and extended in the early twentieth century. Its nineteenth century origins are suggested by the corner wing, with its splayed corner, with the overlay of the 1916 works representing the modernisation of the building in the late Edwardian period. Hotel were commonly remodelled and refurbished in this period and particularly into the interwar period as the Licences Reduction Board targeted hotels with sub-standard facilities.

Recommendations

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

The single-storey wing at the rear is of no significance and could be excluded from the extent of the Heritage Overlay.

Paint controls are recommended.

References

General

Allom Lovell & Associates with the Urban Consulting Group, *Port Melbourne Foreshore Strategy*, for the City of Port Melbourne, 1994.

Nancy U'Ren and Noel Turnbull, *A History of Port Melbourne*, Melbourne, 1983.

Specific

-
- 1 *Argus*, 7 July 1856, p. 1 and 13 November 1856, p. 1.
 - 2 City of Melbourne valuation records, 1857-59.
 - 3 *Sands & McDougall Melbourne and suburban directory*, 1869-1873.
 - 4 *Argus*, 24 March 1879, p. 3
 - 5 R K Cole Index of Early Hotel Records, State Library of Victoria.
 - 6 *Argus*, 29 November 1933, p. 10.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: ****

IDENTIFIER Shop and residences

FORMERLY Unknown



[Insert image]

Recommended Heritage Overlay

Address 79 - 85 Bay Street
PORT MELBOURNE

Category Commercial: residential

Constructed c.1878

Designer Unknown

Amendment [Text]

Comment [Text]

History

The four two-storey shops at 63-69 (now 79-85) Bay Street were built between 1877 and 1878 for William Hoffman, Esq., of Essendon. In 1877, the eight-roomed building at the corner of Bay Street and the laneway then known as William Street, and the adjacent six-roomed shop were constructed, and were rated for a net annual value of £100 and £50 respectively.¹ Today these are numbered 83 and 85 Bay Street. The row was completed with the two remaining six-roomed shops, which were each rated for net annual values of £50 – today 79 and 81 Bay Street.² Hoffman also erected another set of shops at the present-day address of 47-53 Bay Street in 1882 (now demolished – refer to PPHR Citation no. 2235), and owned land in Melbourne, North Melbourne and Essendon. At the time of his death in 1882, the four shops were valued at over £5,000.³

The shops were initially occupied by draper Alex Meston, grocers George Johnstone & Co, butcher Thomas Cooper, and tobacconist John S. Petrie. In the twentieth century, the shops were occupied by hairdressers, tobacconists and later second-hand dealers. Early occupant Alex Meston operated his drapery from no. 85 until the 1890s, and the shop continued to be occupied by drapers through the twentieth century.⁴

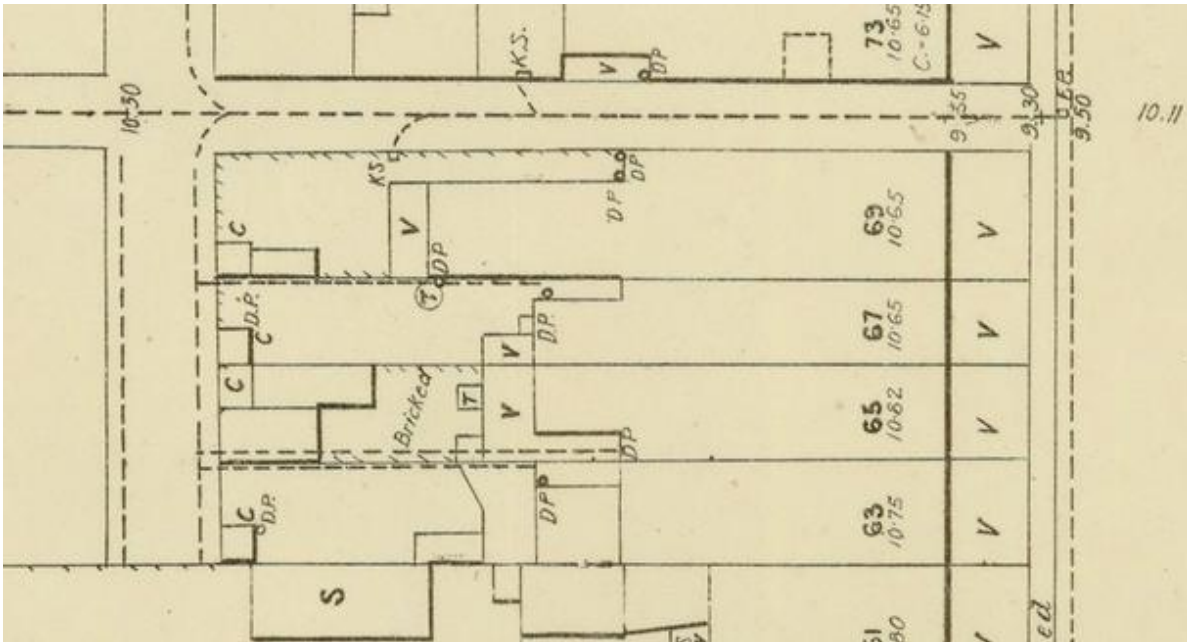


Figure 1 MMBW detail plan 328, Port Melbourne, 1895, showing the shops at 63-69 Bay Street (now 79-85).
Source: State Library of Victoria.

Thematic Context

The shops relate to the consolidation of Bay Street as a commercial shopping strip in the later nineteenth century.

PRINCIPAL THEME: Commerce/Trade

SUB-THEME: Shops

ORIGINAL OWNER: William Hoffman

CURRENT OWNER: Unknown/Various

LOCAL/PRECINCT CHARACTER: Individual Character (Individual character different from adjacent)

AUTHENTICITY: 80% original

BUILDING TYPE: Shop

ORIGINAL RESIDENTIAL: Residence attached to shop

ARCHITECTURAL STYLE: Victorian

PRINCIPAL MATERIAL: Brick

Physical/Stylistic Description

79-85 Bay Street is a two-storey rendered brick building, comprising four shops with associated residences. They have hipped roofs, concealed by the rendered brick parapet, clad in non-original corrugated metal, with the exception of 83 Bay Street, which retains aged roofing slates. The chimneys are of rendered brick, all of which retain their original finish, without over-painting. That to 83 Bay Street has lost its capping.

The first floor comprises relatively austere decoration including a simple moulded parapet, and a moulded string course which rises to enclose the arched window heads. Windows are double-hung timber-framed sashes, asymmetrically placed with paired sashes to 85 Bay Street, the northernmost shop, which incorporates a return façade to the adjoining laneway, originally known as William Street.⁵ A further rendered string course carried on a dentilated frieze of shallow brackets sits above the convex non-original verandah, clad in aged roofing metal and supported on non-original cast iron fluted posts with Corinthian capitals. The posts bear the founder's mark to the base of each: 'VICTORIAN CAST IRON KENSINGTON'. There is a frieze of cast iron, with brackets, and to the centre of the frieze is affixed a roundel, quartered, and presumably the coat of arms of the former City of Port Melbourne.

Three of the four shopfronts retain all or part of their original timber-framed glazing, with that to 85 Bay Street the most intact, retaining the central in-go, and paired painted timber panelled and glazed doors. The stallboards to all but 79 Bay Street are of overpainted dressed basalt, and the shops are separated by piers of dressed basalt, all overpainted. The extent of the party wall which is visible to the in-gos to 81 and 83 Bay Street are of rendered brick. The shopfront to 79 Bay Street is of over-painted brick incorporating a series of narrow, arch-headed fixed glazed windows and a modern glazed door. The mouldings to the end pier to 79 Bay Street have been damaged, presumably in the course of demolition works associated with the adjoining building, with some mouldings missing. The end wall adjoining the vacant site retains its ruled rendered finish. At the north end of the shop row the façade treatment returns along the former William Street for approximately 1.5 metres. From this point a plain, ruled painted rendered finish incorporating arch-headed windows and a side entry to the ground floor and rendered square-headed sash windows to the first floor continues. There is a plinth of rough-faced basalt. Window sills are of rendered brick, with those to the ground floor of dressed basalt and fitted with painted metal bars.

The two-storey rear service wing is set back from the property boundary and retains the same rendered finishes. There are two additional entries from the return of the front wing – facing west – and from the service wing, facing north. There is a fixed panel of glass bricks towards the rear which may have infilled an original opening. A two level addition of red brick infills the former rear yard with a first floor open deck to the laneway which runs behind the shop row. The ground floor is taken up by a retractable metal roller door.

The other shops retain elements of their original outbuildings with 81 Bay Street retaining an outside lavatory with bricked-up nightsoil hatch. The rear walls at the first floor level to all retain ruled and rendered finishes, which appear to be unpainted.

Comparative Analysis

In a general sense this row compares with later examples in Bay Street, including the terraces at nos. 161-163 (c.1885), 165-179 (1885-89) and the Market Buildings at 191-219 (1885-86). It is noted however, that these are earlier than the 'boom' period shop buildings, which are characterised by more elaborate render detailing and significant parapet treatments. Their simple detailing and the use of dressed basalt to the ends of the party walls and the stallboards, is less common, with this use of stone appearing to have also been adopted for the now demolished terrace shop row previously at 47-53 Bay Street (PPHR Citation no. 2235). It has similarities to the terrace shop row at 101-09 Bay Street in its spare detailing and simple continuous parapet.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The terraced shop row at 79-85 Bay Street is of historical significance at a local level as a relatively early survivor in the street, pre-dating the period of commercial consolidation in Bay Street associated with the economic boom of the 1880s. This rendered brick shop row, along with the

near-contemporary shops further north at 105-09 Bay Street, and the now-demolished shop row to 47-53 Bay Street (1881) were examples of a phase of development where the buildings were characterised by relatively simple and more modest architectural detailing when compared with those of the mid- to late 1880s.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

The terraced shop row at 79-85 Bay Street is of local significance as a representative and relatively externally intact example of shops of the late 1870s. The row is unusual in that three out of four of its shopfronts retain Victorian-era detailing and form. The retention of the simple ruled rendered finishes to the rear wing of 85 Bay Street and the detailing of the first floor facade and its return to the (north) side elevation are also unusual. While a remnant only, there is also evidence of the location of outbuildings to the rear laneway including a bricked-up nightsoil hatch.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

79-85 Bay Street is a two-storey rendered brick terraced shop row building, comprising four shops with associated residences. They have hipped roofs, concealed by the rendered brick parapet, clad in non-original corrugated metal, with the exception of 83 Bay Street, which retains aged roofing slates. Three of the four shops retain sections of their original timber shopfronts, and the rear wing of 85 Bay Street retains a ruled, rendered finish.

How is it significant?

79-85 Bay Street is of historical significance to the City of Port Phillip.

Why is it significant?

The terraced shop row at 79-85 Bay Street is of historical significance at a local level as a relatively early surviving commercial building in the street, pre-dating the period of consolidation in Bay Street associated with the economic boom of the 1880s. This rendered brick shop row, along with the near-contemporary shops further north at 105-09 Bay Street, and the now-demolished shop row to 47-53 Bay Street (1881) were examples of a phase of development where the buildings were characterised by relatively simple and more modest architectural detailing when compared with those of the mid- to late 1880s. The group is also significant as a representative and relatively externally intact example of shops of the late 1870s, retaining original fabric and detailing. Of note, three of the four of its shopfronts retain Victorian-era form and detailing.

Recommendations

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

Paint controls are recommended.

References

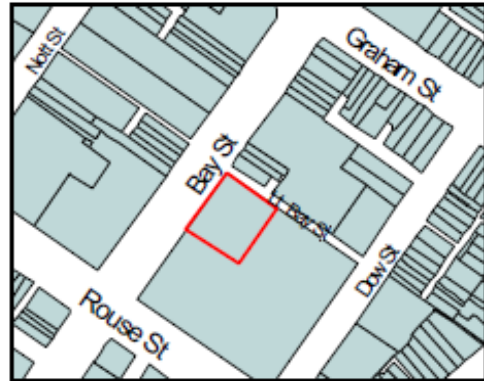
Specific

-
- 1 Borough of Sandridge Rate Books, 1876-1878.
 - 2 Borough of Sandridge Rate Books, 1876-1878.
 - 3 VPRS 28/P2/119, Probate and Administration Files, Public Records Office Victoria.
 - 4 *Sands & McDougall Melbourne Directory* 1878-1970, various years.
 - 5 Recorded as such in listings in the *Sands & McDougall Melbourne Directory*, various years between 1880 and 1905.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: 693

IDENTIFIER	Former National Bank
FORMERLY	National Bank of Australasia



Heritage Overlay HO452

Address 96 Bay Street
PORT MELBOURNE

Category Commercial

Constructed 1874

Designer Terry and Oakden

Amendment [Text]

Comment [Text]

History

This former bank building occupies Section 5, Allotment 5, which was part of the first subdivision of Sandridge, shown on a plan dated 1849.¹ The name of the original purchaser was Mr JR Murphy, as shown on a later map of Sandridge dated 1860. Allotments 4 and 5 were later subdivided in 1864 by Mr Robert Byrne.² In 1872 a branch of the National Bank was opened but not at this site.³ In December 1874 the rate books recorded a 9 room brick building valued at £250.⁴

Tenders were called for this building by Terry and Oakden on the 1st January 1874.⁵ An early photograph shows the Bank as it was originally designed with only three bays and a central entrance. In 1889 G Jobbins, architect, undertook the addition of the extra bay to the south in a sympathetic manner.⁶ This is visible in a photograph of 1908.⁷

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979].



Figure 1 Bay Street, Port Melbourne c. 1878-79. The subject property (truncated) is at the right side of the image.
Source: City of Port Phillip Historical Collection.

Thematic Context

The former National Bank of Australasia is a comparatively early building within the context of the later nineteenth century consolidation of Bay Street as a commercial shopping strip.

PRINCIPAL THEME: Commerce/Trade

SUB-THEME: Banks

ORIGINAL OWNER: National Bank of Australasia

CURRENT OWNER: Unknown

LOCAL/PRECINCT CHARACTER: Individual, different from adjacent

AUTHENTICITY 70-80% original

BUILDING TYPE: Bank

ORIGINAL RESIDENTIAL: Residence attached to commercial premises

CONSTRUCTION: 1874/1889

ARCHITECTURAL STYLE: Victorian Regency

PRINCIPAL MATERIAL: Rendered brick

ARCHITECT/ENGINEER: Terry and Oakden

BUILDER: Unknown

Physical/Stylistic Description

The former National Bank of Australasia, as originally constructed, had a symmetrical front elevation of rendered brick on a bluestone plinth. The 1889 extension, comprising a single bay to the south, maintained the original detailing. The ground floor front elevation has deeply rusticated mock ashlar blocks with splayed voussoirs to the round-headed windows and door. The first floor above an intermediate cornice is plain rendered and terminated by a large dentillated cornice and flat parapet. The first floor windows have moulded architraves and flat hood moulds supported on consoles. The lower parts of the window openings are filled with decorative cast iron panels.

In 2005 the building was altered to form part of the Bank Apartments, a residential development constructed behind and adjacent to the former bank premises. The former bank building has been reconfigured as a retail premises with the window contained within the 1889 extension altered and cut down to form a discrete entrance to the first floor apartments and those in the new building behind. Both the apartment entry and the retail entry – the original bank entrance - have new doors, formed of frameless glazing. The original timber panelled entry doors have been removed. The banks' nameplate below the parapet has had the pressed cement lettering removed, and new light fittings have been mounted to the façade at ground floor level. More recently, awnings have been installed concealing the original heads to the bank entrance and flanking windows.

[Allom Lovell & Associates, *Port Melbourne Conservation Study Review*, 1995, amended by Lovell Chen, 2012].

Comparative Analysis

Leonard Terry, the original architect of 92-6 Bay Street, was responsible for the design of at least 50 bank buildings, most for the National Bank, in Victoria and other states from 1857 onwards. A relatively modest example of his work, 92-6 Bay Street typifies the refined and conservative Renaissance palazzo style favoured by Terry for nearly all of his bank and other commercial buildings. Similar elevational treatment can be seen on a grander scale in the group of Terry banks (former Colonial Bank, 1860; National Bank, 1862, Bank of New South Wales, 1862; former Bank of Australasia, 1864) in Lydiard Street, Ballarat and the National Bank, 171 Smith Street, Fitzroy, 1872.⁸

[Allom Lovell & Associates, *Port Melbourne Conservation Study Review*, 1995].

Assessment against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The former National Bank of Australasia, 92-6 Bay Street is of historical significance at a local level, demonstrating the consolidation of Bay Street as the commercial centre.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

The former National Bank of Australasia, 92-6 Bay Street is of significance as a representative example of a nineteenth century bank building, designed in the Renaissance Palazzo style by the

noted bank architect Leonard Terry. The building was sympathetically extended by an additional bay in 1889, and has been subsequently altered in its most recent iteration as retail premises and entry to an apartment building.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

While a relatively modest example of his work, 92-6 Bay Street typifies the refined and conservative Renaissance palazzo style favoured by Terry for nearly all of his bank and other commercial buildings.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance to the City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

The former National Bank of Australasia, 92-6 Bay Street is a two-storey rendered brick bank building, set upon a bluestone plinth. In 1889 an additional bay to the south was constructed to the design of architect George Jobbins, which maintained the original detailing. The ground floor front elevation has deeply rusticated mock ashlar blocks with splayed voussoirs to the round-headed windows and door. The first floor above an intermediate cornice is plain rendered and terminated by a large dentillated cornice and flat parapet. The first floor windows have moulded architraves and flat hood moulds supported on consoles. The lower parts of the window openings are filled with decorative cast iron panels.

How is it significant?

The former National Bank of Australasia, 92-6 Bay Street is of historical and aesthetic (architectural) significance to the City of Port Phillip.

Why is it significant?

The former National Bank of Australasia, 92-6 Bay Street is of historical significance as a comparatively early building in the development of Port Melbourne's commercial shopping centre, during the later nineteenth century. Its location towards Beach Street is evidence of the former economic importance of the foreshore area of Port Melbourne. The former National Bank is also of aesthetic (architectural) significance as a fine example of the conservative and refined Renaissance palazzo style employed by the architect Leonard Terry on other National Bank buildings. The addition of the south bay in 1889 is sympathetically realised and does not detract from the aesthetic significance of the structure.

Recommendations

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

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

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

Specific

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- 1 *Plan of Allotments. Marked at Sandridge. Parish of South Melbourne* [map] 1849.
 - 2 Vale Collection, La Trobe Library, State Library of Victoria, Volume 2a, p. 100; Volume 7, p. 67.
 - 3 Port Melbourne rate book, February 1874, no. 1387.
 - 4 Port Melbourne rate book, December 1874, no. 1425.
 - 5 *Australasian Builders and Contractors News*, 1 January 1874, p. 386.
 - 6 Troupe, J, 'Leonard Terry and some of his banks', B. Arch thesis, University of Melbourne, 1970, pp. 90-93.
 - 7 National Bank of Australasia Ltd., *Souvenir of the Jubilee of the Bank 1858-1908*, Melbourne: Atlas Press, 1909.
 - 8 Lewis, Miles, 'Leonard Terry', *Australian Dictionary of Biography*, Parkville, Vic.: Melbourne University Press, 1976, Vol. 6. pp. 257-8.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: ****

IDENTIFIER W. J. Carr Pty. Ltd. Warehouse/Factory
FORMERLY Unknown



Insert mapping

Recommended Heritage Overlay

Address 95-99 Bay St PORT MELBOURNE **Category** Industrial
Constructed 1930 **Designer** Unknown

Amendment

Comment

History

In December 1924, this site was covered by a thirteen room brick shop and dwelling. By September 1930, the present building had been erected. The owners shown in the rate book were Thomas Duff and Bros, a firm of shopfitters.¹ By December 1931, WJ Carr Pty Ltd was shown as the owner.² This firm of manufacturing stationers and printers appear to have occupied the building until the 1980s. The property originally extended the full length of the block with a frontage to Nott Street behind. In 2010 the building was demolished with the exception of the building's facade to Bay Street, which has been retained and incorporated into a multi-storey residential and commercial development.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979; updated by Lovell Chen, 2012].

Thematic Context

Unknown

PRINCIPAL THEME: Commerce/trade

SUB-THEME: Warehouses

ORIGINAL OWNER: Thomas Duff and Brothers, shopfitters, or WJ Carr Pty Ltd

CURRENT OWNER: Unknown

LOCAL/PRECINCT CHARACTER: Individual Character (Individual, different from adjacent)

AUTHENTICITY: 20% original

BUILDING TYPE: Warehouse

ARCHITECTURAL STYLE: Interwar commercial

PRINCIPAL MATERIAL: Brick

Physical/Stylistic Description

The building facade – the sole portion of the building retained in the recent multi-storey residential and commercial development - is composed of a central section with windows and a large rendered panel above, flanked by smaller side wings containing doors to the factory on the left and to the offices on the right. In the central section are two columns capped by hood mouldings. The double doors to the office have glazed partially etched sidelights. Over the doorway is a neat cantilevered canopy with motifs on either side echoing those capping the central columns. The original steel framed windows have been replaced with modern forms.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979; revised by Lovell Chen, 2012].

Comparative Analysis

The design of the façade of 95-99 Bay Street is generally typical of the red brick style used for commercial and industrial buildings in the interwar period. Related in its use of brick piers and other abstracted Classical elements to the Chicago-esque style used for larger multi-storey commercial buildings between the wars, this style is generally utilitarian and without architectural pretension. In this context, 95-9 Bay Street stands out for the design of its parapet, with a large central panel, probably intended to carry a sign, flanked by piers and scalloped parapets, and for the distinctive joinery of the entrance doors which have an unusual Art Nouveau character.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

Not applicable

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

Not applicable.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

The design of the façade of 95-99 Bay Street is generally typical of the red brick style used for commercial and industrial buildings in the interwar period, adopting an abstracted Chicago-esque style more often used for larger multi-storey commercial buildings between the wars. The style is generally utilitarian and without architectural pretension. In this context, 95-9 Bay Street stands

out for the design of its parapet, with a large central panel, probably intended to carry a sign, flanked by piers and scalloped parapets, and for the distinctive joinery of the entrance doors which have an unusual Art Nouveau character. The incorporation and design of these distinctive elements may have been intended to draw attention to the premises which were a later and unusual element in a streetscape of two-storey rendered brick shop and dwellings, and to demonstrate the original occupant's skill in fabricating shop fittings.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

95-99 Bay Street is a red face brick and render façade, retained as part of the redevelopment of this site. Constructed as a factory building, the level of detailing to the façade may have been a response to its prominent position within an established commercial streetscape.

How is it significant?

The facade to 95-99 Bay Street is of architectural significance to the City of Port Phillip.

Why is it significant?

The symmetrical facade, verandah and entrance doors of 95-99 Bay Street have decorative details characteristic of the interwar period, and is distinctive particularly for the design of the parapet and entrance doors. These elements are indicative of an approach which departed from the utilitarian red brick factory typology more common in this period. It may in fact derive from the initial construction of the building for a firm of shopfitters, where street presentation and finishes were of importance and the building provided an opportunity to promote their products in a prominent location. The façade to Bay Street has been retained and a multi-storey residential and commercial development constructed behind the façade, extending through to Nott Street behind.

Recommendations

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

Given the truncation of the building and the scale of the development to the rear, the Heritage Overlay need only be applied to the extent of the retained building and to a nominal depth of three metres.

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, 1995.

Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

1 Port Melbourne rate book: September 1930, 831.

2 Port Melbourne rate book: December 1931, 831.

IDENTIFIER	Shop and Residence
FORMERLY	Unknown



Recommended Heritage Overlay

Address 98-100 Bay Street
PORT MELBOURNE

Category Commercial

Constructed 1866

Designer Unknown

Amendment [Text]

Comment [Text]

History

The land in Section 5 was included in the first subdivision of Sandridge, shown on a plan dated 1849. The name of the Crown Grantee, M Benjamin, is shown on this plan.¹ Allotments 4 and 5 of Section 5 were later subdivided by Mr Robert Byrne.² Byrne still owned Allotment 4 in November 1865.³

By November 1866, a four room brick shop had been erected on the land.⁴ It was erected during the same period as the Army and Navy Hotel which is on the same allotment, facing Dow Street. The shop was owned and occupied by a grocer, Mr Henry Edwards. Edwards had previously conducted his grocery business in a shop situated on Allotment 1, owned by a fellow grocer, William Kelly.⁵ A photograph of the shop taken c. 1878/79 shows the building in its original condition (Figure 1). The front was built in brick (subsequently rendered) and had no verandah. Elegant arch headed shop windows were grouped to the right of the doors. These have since been replaced by double hung sash windows.

The building has been enlarged since it was first built and a cast iron posted verandah has been added. Alterations also took place in 1945 for Mrs Wellington.⁶ The extent and nature of these alterations are unclear. More recently, the building has been integrated into the Bianca residential development and this encloses the building to the rear (east) and to the north sides.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979, revised and updated by Lovell Chen 2012].



Figure 1 Bay Street, Port Melbourne c. 1878-79. The subject property is at the centre of the image.

Source: City of Port Phillip Historical Collection.

Thematic Context

98-100 Bay Street is a comparatively early commercial building within the context of the later nineteenth century consolidation of Bay Street as a commercial shopping strip.

PRINCIPAL THEME: Commerce/Trade

SUB-THEME: Shops

ORIGINAL OWNER: Henry Edwards, Grocer.

CURRENT OWNER: [Text]

LOCAL/PRECINCT CHARACTER: Individual Character (Individual character different from adjacent)

AUTHENTICITY: 70% original

BUILDING TYPE: Shop

ORIGINAL RESIDENTIAL USE TYPE: Residence attached to shop

ARCHITECTURAL STYLE: Victorian Regency

PRINCIPAL MATERIAL: Brick

Physical/Stylistic Description

98-100 Bay Street is a pair of two-storey former shop premises. The facade, now rendered with horizontal roughcast to the ground floor, appears originally to have been face brick. There is a simple cornice to the parapet and non-original urns. The first floor windows have moulded architraves, which are not original, and the decorative brackets set between the first floor windows have been added at a later date, thought to have been later in the nineteenth century. A

photograph dating from c. 1878-79 shows the building prior to the addition of these later elements. The ground floor sash windows have replaced the original wide shop windows with arched three-light frames. The doors appear to be in approximately the original locations, with the former northern doorway now infilled with modern frameless glazing, and the southern doorway fitted with a fully glazed pivot-hinged door, set below the possibly original timber-framed toplight. The building originally had no verandah, and the present-day verandah is wholly new, comprising reproduction cast iron posts, frieze and a curved profile verandah roof. This construction replaced an earlier skillion-profile verandah, which may have been of nineteenth century origins. The current verandah's frieze and cast iron patterning conforms to that seen on other buildings in Bay Street – the shops at 79-85 Bay Street opposite (q.v.) have the same cast iron frieze. The building retains its overpainted brick south elevation, adjoining Little Bay Street. Openings to this elevation have also been altered with a bricked-up doorway evident as well as a two-storey brick bay added to the rear of the building.

The building has been integrated into the Bianca residential development which encloses the building to the rear (east) and north sides.

Comparative Analysis

The simple Classical Revival design of 98-100 Bay Street is typical of shop design of the 1860s and 70s. Other early shops in Bay Street are 235-37 Bay Street (1869) and 397 Bay Street (probably before 1863) (q.v.). None of these buildings retain original shop fronts. Further afield, the row of four shops at 61-6 Errol Street, North Melbourne (1854-6) are among the earliest surviving two-storey shop fronts in Victoria, and retain a columned verandah over the footpath. The pair of shops at 99-101 Errol Street, North Melbourne (1863) retains an original timber shopfront.⁷ Relatively few shops built in the 1860s or earlier survive in Port Melbourne or elsewhere, the majority dating from the 1880s boom.

Assessment Against HERCON Criteria

Amended Heritage Victoria Criteria – Criteria adopted by the Heritage Council on 7 August 2008 pursuant to Sections 8(1)(c) and 8(2) of the Heritage Act 1995.

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The pair of shops at 98-100 Bay Street is of local historical significance. This relatively early building survives along with the adjacent former National Bank in an otherwise considerably altered area and provides evidence of the former centre of activity in Port Melbourne along the foreshore. It is historically important as an early precursor to the period of commercial consolidation in Bay Street which was associated with the economic boom of the 1880s and which forms a dominant element in the history of the thoroughfare.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

While altered, the shops at 98-100 Bay Street are broadly representative of shop buildings of the 1860s and 1870s. The facade has been altered with the addition of the verandah and cast cement decorative elements including the parapet urns and brackets to the first floor façade (probably of the late nineteenth century) however, it also retains typical original or early details including the placement of the first floor windows, unpainted brick chimney and hipped roof forms.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

98-100 Bay Street is a two-storey pair of shops, constructed in the middle 1860s. Constructed of rendered brick, the building underwent some early alterations, undertaken later in the nineteenth century, and has more recently had a reproduction verandah added.

How is it significant?

The shop building to 98-100 Bay Street is of historical significance and architectural significance to the City of Port Phillip.

Why is it significant?

98 - 100 Bay Street is of local historical significance. This relatively early building survives along with the adjacent former National Bank in an otherwise considerably altered area and provides evidence of the former centre of activity in Port Melbourne along the foreshore. It is historically important as an early precursor to the period of commercial consolidation in Bay Street which was associated with the economic boom of the 1880s and which forms a dominant element in the history of the thoroughfare. While altered, the shops at 98-100 Bay Street are broadly representative of shop buildings of the 1860s and 1870s. The facade has been altered with the addition of the verandah and cast cement decorative elements including the parapet urns and brackets to the first floor façade (probably of the late nineteenth century) however, it also retains typical original or early details including the placement of the first floor windows, unpainted brick chimney and hipped roof forms.

Recommendations

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

Paint controls are recommended.

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, 1995.

Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

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- 1 Plan of Allotments marked at Sandridge in the Parish of South Melbourne, 1849. Lindsay Clark, Assist. Surveyor, July 1849.
 - 2 Vale Collection of plans held at La Trobe Library, State Library of Victoria, Vol. 7, p. 35.
 - 3 Port Melbourne rate book: November 1865, 1373.
 - 4 Port Melbourne rate book: November 1866, 1304.
 - 5 Port Melbourne rate book: 1865.
 - 6 Port Melbourne City Council Building Permit Register.
 - 7 G Butler, *North and West Melbourne Conservation Study*, prepared for the Melbourne City Council, 1983, pp. 281, 285.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: ****

IDENTIFIER Sandridge Bay Towers; Australian Property Institute; 117 Rouse Street residential development; 50 Dow Street residential development; CWM

FORMERLY Australasian Sugar Refining Company Premises; Robert Harper & Co. Starch and Oatmeal Factory



[Insert image]

Recommended Heritage Overlay

Address 9, 10 and 11 Beach Street, 111-117 Rouse Street and 50 Dow Street, PORT MELBOURNE

Category Industrial

Constructed 1891, 1899

Designer David Christopher Askew, Hyndman & Bates (in part)

Amendment [Text]

Comment [Text]

History

The site of the factory was included in Section 2B of the original Port Melbourne survey, which was surveyed into four allotments early in the history of Sandridge.¹ By November 1860 three of these had been purchased by A Ross, joining William Jones, SG Henty and P Lalor as owners of the section.²

In February 1890, ratebooks indicate that the Melbourne Tram and Omnibus Company Limited, had stables, offices, land and an omnibus repository on the section.³ From 1891, however, a complex of buildings was developed for the Australasian Sugar Refining Company's refinery.⁴ On the MMBW 1":40' detail plan dated 1894, the section is labelled 'sugar works' and the configuration of buildings generally accords with the present layout. The refinery was closed in 1894 following its purchase by the Colonial Sugar Refining Company as part of a move to strengthen its monopoly in the sugar trade and in 1899, Robert Harper and Company Pty Ltd converted the buildings to a starch factory. In the course of the works, various brick additions were constructed to designs by Hyndman and Bates, architects.⁵ A sewerage connection plan was drawn by the architects in 1899 and this closely resembles the 1894 MMBW detail plan configuration.⁶ The complex operated as R Harper and Co. until the early 1970s.



Figure 1 The former Sugar Co. buildings, looking south-east.
Source: City of Port Phillip Heritage Collection.



Figure 2 The former starch factory buildings before refurbishment and adaptation in the early 1980s. The view looks south from the middle of the site towards Beach Street. The rouse Street warehouse is in the foreground with Block 7 the tallest structure.
Source: Courtesy Port Melbourne Historical and Preservation Society.

In 1974, the *Sands & McDougall Melbourne Directory* listed the site as being associated with the American Australian General Development Corporation P/L, a group of financiers.⁷ In 1981, Melbourne Scope Holdings P/L a subsidiary of a Malaysia-based developer, acquired the site and proposed a mixed-use residential development. The architect for this first stage of the later-named Sandridge Bay Towers was the Melbourne practice of Gunn Hayball. In March 1983, apartments were being pre-marketed with an expected completion date of late 1984.⁸ Subsequently, newly-completed apartments were being offered for sale in the complex during 1986.⁹ Not all the buildings were used for residential purposes – in 1983 it was reported that the warehouse building fronting Rouse Street at the corner of Esplanade West was occupied by the Victorian Film Corporation.¹⁰

Since the mid 1980s, residential conversion of the former factory buildings and the construction of new residential buildings on the subject site has been ongoing, with further adaptations and new building occurring recently.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, amended by Lovell Chen 2012]

Thematic Context

The former Australasian Sugar Refining Company and Robert Harper Oatmeal and Starch factory reflect the industrial history of Port Melbourne. The factory complex on this site was one of the largest in the suburb, along with the Swallow & Ariell Steam Biscuit Manufactory.

PRINCIPAL THEME: Industry

SUB-THEME: Food processing works

ORIGINAL OWNER: Australasian Sugar Refining Company

SUBSEQUENT OWNER: Robert Harper

LOCAL/PRECINCT CHARACTER: Individual Character (Individual, different from adjacent)

AUTHENTICITY: 70%-90% original

BUILDING TYPE: Food processing works, Warehouses, Offices

ARCHITECTURAL STYLE: Industrial/Victorian Free Classical

PRINCIPAL MATERIAL: Brick, Rendered brick

Physical/Stylistic Description

This site, bounded by Rouse Street to the north, Esplanade West to the east, Beach Street to the south and Dow Street to the west contains brick industrial buildings originally constructed as the Australasian Sugar Refining Company and subsequently adapted to form part of the Robert Harper starch factory complex. The Harper company buildings operated from two adjoining sites – either side of Dow Street. The subject building complex was known as 'Factory No. 2', denoting its later acquisition after the cessation of its operation as a sugar works. Today the site comprises buildings at 9, 10 and 11 Beach Street, 111-7 Rouse Street and 50 Dow Street. The buildings to 9-11 Beach Street, extending back to Rouse Street today comprise the Sandridge Bay Towers complex and have a site-internal numbering system – refer here to Figure 3 for clarification.

9 Beach Street comprises a four-storey building (Block 5) fronting onto Beach Street and two considerably taller blocks to the rear adjoining Esplanade West, and stepping back towards Rouse Street. The first of these (Block 6) was originally of seven levels, now capped with a two level primarily glazed extension. It has a projecting two-storey base; above this, the rectangular window openings are set in recessed round-headed panels rising the full height of the building. The second (Block 7) was originally of ten levels, now capped with a three level primarily glazed extension. It also has projecting walls to the lower storeys, with plain brickwork above and parapeted gables facing east and west, now modified to carry the upper level additions. Block 6 has parapeted gables and wide segmental arched openings on each floor partly infilled with rendered panels. These blocks were converted to apartments in the mid 1980s and projecting balconies have been added to all four elevations.



Figure 3 Aerial photograph identifying site components referred to in the physical description.



Figure 4 Car parking area off Beach Street showing west elevation of Block 5 (9 Beach Street).



Figure 5 50 Dow Street shown at right, looking east, showing the 2009 residential conversion of former factory building. The adjoining building at left – 52 Dow Street – is not contained within the heritage overlay.



Figure 6 11 Beach Street showing elevation to Dow Street, looking east. This former single-storey warehouse building has been converted to a commercial use.



Figure 7 Looking south to Beach Street from the base of the chimney. The taller building in the background is Block 4. The 2009 zinc-clad additions to 50 Dow Street are also visible.



Figure 8 10 Beach Street at right, with the red brick former warehouse 11 Beach Street at left.



Figure 9 Property presentation to Esplanade West, looking north. From left to right: Block 5, Blocks 6 and 7, Rouse Street wing.

Behind this, and extending through the block to Rouse Street, is a two-storeyed brick warehouse building, which has had an additional four levels added, constructed of recycled brickwork. The building is identified as 117 Rouse Street. The parapet line of the original building is discernible along the elevation to Esplanade West. This partly non-original wing drops to its original height behind a parapeted hipped roof clad in corrugated metal, to the corner of Esplanade West and Rouse Street. Here the recessed panels at ground floor level are flanked by stepped piers and dentilled bricks to the tops of the recesses. The front elevation to the tower-like three-storey section in the centre of the Rouse Street elevation has been substantially modified with new windows openings introduced to the previously blank third level of this building, formerly featuring two large recessed rectangular panels. This panel detail is repeated on the side elevations, above the adjacent sections, where they also contain windows. At the ground floor level a number of original openings have been modified, with several including vehicular access points being alterations of long-standing. The building extends west along Rouse Street, at a height of two levels, with new window and building entries inserted into the brick shell which returns to the south adjoining an entry to an underground car park set below a new development to the corner of Rouse and Dow Streets, outside of the heritage overlay. The new development and the conversion of the section of 117 Rouse Street west of the three-level bay took place in 2009.

West of Block 6 there is a tall brick chimney. The chimney is constructed of red face brick, with courses of dark-fired brickwork enclosed by cream brickwork banding. Originally thought to have been enclosed by adjoining brick buildings, now demolished, the chimney is a free-standing structure, in a landscaped setting.

In the centre of site there is a five level brick building (Block 4). Similarly, it has a rooftop addition and canted-profile balconies added to the south elevation. The rooftop addition here incorporates some open areas encloses a lift overrun with an arched roof form, mirroring the curving roof profile of the additions to Blocks 6 and 7.

10 Beach Street is a two-storey building of rendered masonry construction. The front elevation has a plain moulded cornice at first floor level and a more elaborate cornice with modillions at roof level. The segmental arched windows have stilted hood moulds linked by string courses. The original balcony has been removed. Behind the front facade, the building has been considerably altered, with construction of additions to the rear and of an additional floor within a raised roof form. Its building form and finishes contrasts markedly with that of the surrounding predominately red brick factory buildings, indicating that its function is likely to have been the company's offices.

Further west, 11 Beach Street was originally constructed as a single level brick-walled warehouse. The end elevation facing Beach Street was divided by plain brick pilasters into three unequal bays, and had a single central entrance. The hipped roof had a continuous raised ridge for ventilation. The building has been altered internally by construction of two upper levels within the original envelope. The front elevation has been altered by construction of a gable above the centre bay and insertion of new windows above and to each side of the original door. The recessed bays, originally brick, have been rendered. Additional windows have been inserted on the side elevation to Dow Street.

11 Beach Street abuts a former two storey-gable roofed warehouse building, adapted and converted to residential purposed during 2009. The building has had new window openings formed and segmented-arch headed openings converted at ground floor level to form a foyer and parking entry. Additional levels of apartments, taking the form of a zinc panel clad and glazed box form, is set atop the original structure. The building is linked to a wholly new residential development – 52 Dow Street – which is outside the extent of the proposed Heritage Overlay.

Comparative Analysis

The surviving buildings from the Australasian Sugar Refining Company and Robert Harper Oatmeal and Starch factory complex can be compared with a number of other large nineteenth century industrial complexes in Melbourne. These include the former Yorkshire Brewery, Wellington Street,

Collingwood (from 1876), the former Victoria Brewery, Victoria Parade, East Melbourne (established 1854), the former Kimpton's Flour Mill, Elizabeth Street, Kensington, the Thomas Brunt flour mill and Brockhoff and TB Guest biscuit factories complex, Laurens and Munster streets, North Melbourne (from 1888-9) and the Joshua Bros (now CSR) sugar refinery, Whitehall Street, Yarraville (established 1873). All of these are representative of the development in Victoria of the manufacture of foodstuffs and related raw materials. Of these, the CSR refinery is the most directly comparable in terms of original function and the scale and massing of the buildings. Established significantly earlier than the Port Melbourne refinery, the site is larger and more intact.

In the local context, the only other surviving industrial site of comparable scale is the Swallow and Ariell Steam Biscuit Manufactory complex, though this complex is considerably earlier, dating in part from the 1850s, and its two and three-storey buildings are of a different type. Like the subject site, it has been converted to residential use.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The former Australasian Sugar Refining Company and Robert Harper Oatmeal and Starch factory complex is of local historical significance. While much altered and adapted over time, the industrial origins of the buildings remain clear and they are important in demonstrating Port Melbourne's industrial past.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

Not applicable.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

As an industrial complex of some scale which is unified through the use of red brick, the former Australasian Sugar Refining Company and Robert Harper Oatmeal and Starch factory is also of importance as a local landmark. The dramatic massing and height of the central site buildings gives them a strong visual presence as viewed both from the surrounding streets and the sea. While later development has partly obscured and detracted in longer views – the buildings were readily visible in the nineteenth century from considerable distances – the complex is still a landmark which dominates its surroundings.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

The former Australasian Sugar Refinery Company and Robert Harper Oatmeal and Starch Factory complex is a cluster of predominantly multi-storey red brick factory buildings which also includes a conventional rendered brick office building (10 Beach Street) which is thought to have been the administrative offices of the works. The complex also retains a tall red brick chimney stack located centrally within the site.

How is it significant?

The former Australasian Sugar Refinery Company and Robert Harper Oatmeal and Starch Factory complex of buildings are of historical and aesthetic significance to the City of Port Phillip.

Why is it significant?

The surviving buildings on this site are of historical significance for their ability to demonstrate the scale and form of a substantial 1890s factory complex and for their associations with the industrial history of Port Melbourne. The dramatic massing and height of the central site buildings – nominally 9 Beach Street and the adjoining chimney - gives them additional importance as local landmarks as viewed both from the surrounding streets and the sea.

Recommendations

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

Paint controls recommended (10 Beach Street only)

References

General

Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, 1995.
Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

Specific

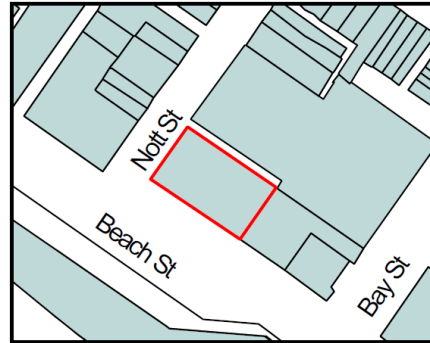
-
- 1 *The Township of Sandridge*, plan dated 5 November 1860.
 - 2 *The Township of Sandridge*, plan dated 21 May 1878.
 - 3 Port Melbourne rate book: February 1890, no. 1867.

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- 4 Allom Lovell and Associates, *CSR Yarraville Conservation Analysis*, prepared for CSR Limited, 1993; U'ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, 1983, p. 174.
 - 5 Allom Lovell and Associates, *CSR Yarraville Conservation Analysis*; U'ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 174.
 - 6 Bates, Smart and McCutcheon Records held at University of Melbourne Archives, File 45 A/1.
 - 7 *Sands & McDougall Melbourne Directory*, 1974 listings.
 - 8 'Luxurious living soon in a former starch factory', *The Age*, 23 March 1983, p. 22.
 - 9 *The Age*, 12 March 1986, p. 42.
 - 10 'Luxurious living soon in a former starch factory', *The Age*, 23 March 1983, p. 22.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: 2177

IDENTIFIER	Deco Bar and Grill
FORMERLY	Fox Hay & Co; Missions to Seamen



Recommended Heritage Overlay

Address 49 Beach Street PORT
MELBOURNE

Category Commercial

Constructed 1888, 1917-18

Designer Frederick Williams

Amendment

Comment [Text]

History

Facilities for seamen were established in Sandridge from the 1850s, including a Bethel (seamen's church) and a Seamen's Mission, which operated from a building on the beachfront from about 1860. These were established by the Anglican Victorian Seamen's Mission, which was headed up by the Reverend Kerr Johnston and his wife and was established in 1856, three years after its parent organisation in England.¹ A Sailors' Rest was opened alongside the Bethel in 1878. The Johnstons later moved to a wooden building on the corner of Nott and Beach Streets. In 1888, this was replaced with a new building, designed by architect Frederick Williams, constructed as a Seamen's Institute.² The foundation stone was laid in September 1888.³ The *Bayside Heritage Study Draft Report* (1992) described the range of activities offered at the Institute buildings:

These Mission to Seamen buildings principally catered for the recreational and spiritual needs of the merchant seamen whose ships were docked in Victorian ports. Chapel services, entertainments, dances, concerts and picture shows were held at the Mission buildings and lay readers paid visits to the ships. Picnics and other outings were also arranged and letters were sent home. The Missions also sent supplies to ships, including books, gramophones, records, magazines, table games, playing cards and toys for the children of the seamen.⁴

According to annual reports, the annual attendance at the building in 1935 exceeded 16,000.⁵

Just two years after opening, the 1888 building, which appears originally to have been a single-storey structure, was described as a six roomed brick hall and Seamen's Institute, and was valued at £40.⁶ In the early twentieth century, the building was consistently described as being of three rooms. In 1917-18, this was increased to seven rooms, and it may have been at this time that the second storey was added.⁷ A further building approval was issued for the site in 1931.



Figure 1 The former Mission, photographed in 1934, after the construction of the additional level and before over-painting.

Source: City of Port Phillip Heritage Collection.

The alterations made to the 1888 Beach Street building at this date appear to have consisted of additions to the east along the Beach Street frontage (now demolished).

Both the 1931 foundation stone and the original 1888 foundation stone were later removed from the 1888 building and incorporated in a new Missions to Seamen building constructed west of the railway line in Beach Road in 1937.⁸ Designed by architect Harry Norris, this building was subsequently demolished to make way for the Beacon Cove development. Following the move to the new building, 49 Beach Street was sold. It was subsequently converted to flats and in more recent years has been put to commercial use.⁹

Thematic Context

The former Missions to Seamen building of 1888 was one of a number of facilities in the Port Melbourne foreshore area in the nineteenth century which were designed to cater for the needs of maritime workers. Situated amidst a collection of hotels, the Mission aimed to provide alternative facilities for the entertainment and spiritual solace of visiting sailors and was an important focus on Beach Street. The Mission was replaced with a new facility in 1937, located further west on Beach Street, but has now been demolished (Figure 3).

PRINCIPAL THEME: Assembly and Entertainment

SUB-THEME: Halls principally used for recreation.
Philanthropic and charitable buildings
Religion

ORIGINAL OWNER: Mission to Seamen

CURRENT OWNER: Deco Bar

LOCAL/PRECINCT CHARACTER: Individual Character (Individual different from adjacent)

AUTHENTICITY: 70% (to extended 1917 form)

BUILDING TYPE: Hall

ARCHITECTURAL STYLE: Inter-war Neo-Georgian /Victorian

PRINCIPAL MATERIAL: Brick



Figure 2 The former Anglican Missions to Seamen, now the Mission to Seafarers (1917), Flinders Street extension, Docklands, photographed in 1981.
Source: John T Collins collection, State Library of Victoria.



Figure 3 The Mission building which superseded the subject building, constructed at the corner of Beach Street and Swallow Streets, 1937 (demolished).
Source: Rose Postcard collection, State Library of Victoria.

Physical/Stylistic Description

This is an overpainted two-storey brick Victorian building (originally single-storey) with symmetrical break-fronted façade, round-arched openings and cement cornice, defaced frieze and parapet. The windows have rebated reveals and double-hung sashes, the voussoirs and defaced string course having possibly been given bichromatic treatment. The Nott Street elevation is similar though pilastered and terminated by a cement pediment. Several of the openings to this elevation have been bricked up and there is an arched secondary entrance with cement enrichment. Plinths are of bluestone. The later upper level has a hipped slate roof and symmetrical façade with expansive eaves and glazing bars to the upper sashes. There is a raised central pedimented section surmounting the entry, the arrangement being in the Neo-Georgian manner. An addition to the south end of the Beach Street elevation has been demolished and the rear section of the building has recently been incorporated into a large-scale residential development. The new development is also set off the south elevation, extending along Beach Street.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

49 Beach Street is of historical significance at a local level. The building has important historical associations with Port Melbourne's maritime history and with the international Anglican Missions to Seamen movement, established in Melbourne in 1856 shortly after its founding in England in 1853. The building provided purpose-built accommodation for the Mission after a period of time in rented premises. Historically, the subject building's function was superseded by the 1937 Mission building, now demolished.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

The former Missions to Seamen building is now a rare surviving example of a purpose-built Mission. Its Port Melbourne predecessors and the 1937 building which replaced it have all been demolished. The Missions to Seafarers in Docklands (architect Walter Butler, 1917) and the Stella Maris Seafarer's Centre in Melbourne (accommodated in a later twentieth century building in Little Collins Street) are the only other surviving examples, both located outside of the City of Port Phillip.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

Not applicable.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

49 Beach Street is a much-altered rendered and overpainted brick building originally constructed as the Port Melbourne Seamen's Institute in 1888. An upper level was added to the building in the 1920s, and in 1937 its role was superseded by a new building further west along Beach Street.

How is it significant?

49 Beach Street is of historical significance to the City of Port Phillip.

Why is it significant?

49 Beach Street is of local historical significance. The building has important historical associations with Port Melbourne's maritime history and with the international Anglican Missions to Seamen movement, established in Melbourne in 1856 shortly after its founding in England in 1853. The building provided purpose-built accommodation for the Mission after a period of time in rented premises. Historically, the subject building's function was superseded by the 1937 Mission building, now demolished. It also stands now as a rare example of a purpose-built seamen's mission. Although considerably altered, and most recently absorbed into a residential development, the external form and fabric of the building remain legible to its c. 1917-18 form.

Recommendations

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

Paint controls are recommended.

References

General

Allom Lovell & Associates, *Port Melbourne Conservation Study review*, 1995.
Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

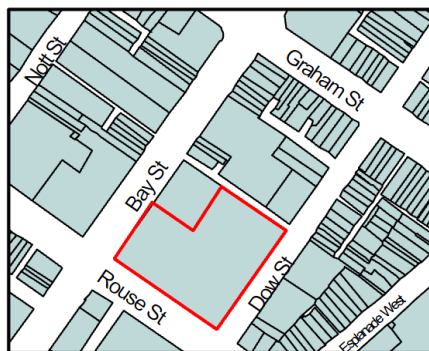
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- 1 Jennifer Lee et al, *Bayside Heritage Study Draft Report*, Office of Major Projects (Victorian Government), 1992, p. 125.
 - 2 *Australasian Builder and Contractor's News*, 9 June 1888, tender notice for the erection Seamen's Institute and Hall, Beach Street, Port Melbourne by Frederick Williams.
 - 3 U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Melbourne, 1983, p. 136.

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- 4 Jennifer Lee et al, *Bayside Heritage Study Draft Report*, 1992, p. 125.
 - 5 Victoria Missions to Seamen Annual Report and Balance Sheet. Quoted in Jennifer Lee et al, *Bayside Heritage Study Draft Report*, 1992, p. 125.
 - 6 Port Melbourne Rate book, 1890-91, no. 92.
 - 7 Port Melbourne Rate book, 1917-18, no. 2355.
 - 8 Jennifer Lee et al, *Bayside Heritage Study Draft Report*, 1992, p. 125.
 - 9 *Sands and McDougall Melbourne Directory*, 1954.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: 637

IDENTIFIER Warehouse
FORMERLY McLaren, Troedel & Cooper



Address Dow St, PORT MELBOURNE
[North of Rouse Street]

Constructed c. 1865

Amendment

Comment [Text]

Heritage Overlay(s) HO115

Category Industrial

Designer unknown

History

Allotment 7 of Section 5 [of the Township of Sandridge] is shown on the first subdivisional plan of Sandridge, dated 1849; the Crown Grantee being NA Fenwick. In December 1864 Allotments 6 and 7 contained various wood and iron buildings owned by Reynolds and Co. In the rate book entry, the name is crossed out and the name Morley and Carrick is pencilled in. The rate book entry for November 1865 has the description 'Bond'd and Free Store Stabling for 30 horses', presumably the present building.¹ Certainly by 1868 the description of the building was 'Store Bond and Free Store: and by 1870: 'Large Bluestone Store". The building is quite large and is clearly visible in two early photos of the area when it was more sparsely developed.²

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979].

Thematic Context

The former bond and free store provides evidence of the maritime past of Port Melbourne, where goods were held until exported or a duty paid. Constructed of bluestone and face brick, the building was a substantial early structure in the Port environs.

PRINCIPAL THEME: Industry

SUB-THEME: Warehouses

ORIGINAL OWNER: Morley and Carrick

CURRENT OWNER: [Text]

LOCAL/PRECINCT CHARACTER: Individual Character (individual, different from adjacent)
AUTHENTICITY 90%+ original
BUILDING TYPE: Warehouse
ARCHITECTURAL STYLE: Victorian Warehouse
PRINCIPAL MATERIAL: Basalt

Physical/Stylistic Description

The former warehouse and store has an imposing facade to Dow Street. There are two arch-headed windows and a flat arched opening over a carriageway; all with yellow brick dressings and quoins. At the upper level are three circular openings, again having yellow bricks providing a contrast with the bluestone. The bluestone is roughly dressed and at the edges of the building are quoins which are quarry-faced with drafted margins. Below the windows is a section of stonework which has natural undressed finish, and provides a substantial base to the building facade. A simple parapet above a string course completes the building. The side walls of the warehouse are constructed of red brick, now rendered during the incorporation of the building with the residential and commercial development behind. The building retains its bowed roof form, clad in corrugated metal. The alterations to the parapet and pediment are of long standing.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979, amended by Lovell Chen, 2012].

Comparative Analysis

This building is the largest nineteenth century warehouse surviving in Port Melbourne and may have been the largest to be constructed. Single-storey warehouses of this scale appear to have been associated mainly with the early colonial decades of the 1850s and '60s and were later superseded to a large extent by the multi-storey warehouse type, exemplified by buildings such as the Jones Bond Stores, 25-7 Maffra Street, South Melbourne (1888) which adopted the typical form of early nineteenth century warehouses and factories in England. The massive stonework to the facade is unique in Port Melbourne and of exceptional grandeur compared with other bluestone warehouses in Melbourne.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The former store building is of historical significance at a local level. Its form and location evidence the importance of maritime and mercantile activities in Port Melbourne's early history and the economic importance of the port in the nineteenth century.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

The building is also of significance as a substantial representative example of a nineteenth century bonded store.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

The building is a powerful presence on this corner, with notable features including the massively-scaled facade of rusticated bluestone and the yellow brick dressings and quoining, unique elements in the Port Melbourne context.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

The building is also of historical interest for its association with original owners William Morley, coal merchant and first Chair of the Sandridge Borough Council, established in 1860, and Robert Carrick, cartage contractor and later Mayor in 1872-73.

Statement of Significance

What is significant?

The former store and warehouse is an imposing double-height brick and rusticated bluestone building, with dressings and quoining of yellow brickwork.

How is it significant?

The former store and warehouse is of historical and architectural significance to the City of Port Phillip.

Why is it significant?

This former store and warehouse has important historical associations with early Port Melbourne. Its form and location evidence the importance of maritime and mercantile activities in Port Melbourne's early history and the economic importance of the port in the nineteenth century. The building is also of significance as a substantial representative example of a nineteenth century bonded store. The substantial bluestone facade is notable in the local area as is the scale and quality of the detailing to the window and door openings and the cornice.

The building is also of historical interest for its association with original owners William Morley, coal merchant and first Chair of the Sandridge Borough Council, established in 1860, and Robert Carrick, cartage contractor and later Mayor in 1872-73.

Recommendations

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

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

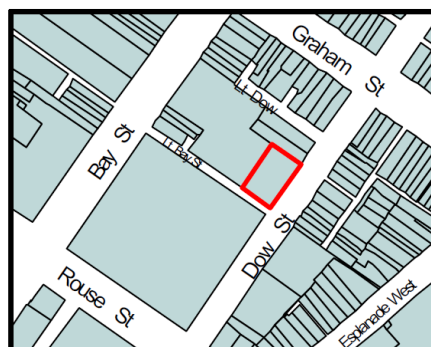
Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, 1995.
Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

- 1 Port Melbourne rate book, November 1865, 1377 and 1378.
- 2 Photographs dated c 1872 and taken prior to 8 June 1875, referred to in Jacobs Lewis Vines. *Port Melbourne Conservation Study*, p. 174.

IDENTIFIER Former Army and Navy Hotel

FORMERLY Army and Navy Hotel



Recommended Heritage Overlay

Address 95 Dow Street, PORT
MELBOURNE

Category Commercial

Constructed 1866

Designer Unknown

Amendment

Comment [Text]

History

Land in Section 5 was included in the first subdivision of Sandridge, shown on a plan dated 1849. The name of the Crown Grantee, M Benjamin, is shown on this plan.¹ By the early 1860s, Robert Byrne was the owner. Byrne subdivided and sold the allotments but was still recorded as the owner of this site, Allotment 4 of Section 5, in November 1865.²

By November 1866, a six room brick hotel had been built. It was owned by James Frazer, a [d]rill [i]nstructor of Sandridge.³ Frederick Sanderson was granted a licence for the Army and Navy Hotel on 1 October 1866.⁴ Other publicans kept the hotel in its early years. These included Thomas Postle (1867) and Frederick Haycroft (1868).⁵ During the 1880s the hotel was kept by Harry Hall who also ran a ballast contracting business.⁶ The hotel was subsequently de-licensed.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979; minor amendments by Lovell Chen, 2012].

Thematic Context

The former Army and Navy Hotel is one of a number of surviving nineteenth century hotel buildings, in a suburb where hotels were prolific, as a direct consequence of the proximity to the Port.

PRINCIPAL THEME: Assembly and Entertainment

SUB-THEME: Hotels

ORIGINAL OWNER: James Fraser

CURRENT OWNER: [Text]

LOCAL/PRECINCT CHARACTER: Individual Character (Individual different from adjacent)

AUTHENTICITY 70% original

BUILDING TYPE: Hotel

ARCHITECTURAL STYLE: Victorian Regency

PRINCIPAL MATERIAL: Brick

Physical/Stylistic Description

This former hotel originally had an unusual building form which comprised a narrow two-storey front section and a larger single-storey rear section, now demolished with the site incorporated into a residential and commercial development with frontages to both Bay and Dow Streets. The front elevation to Dow Street is of unpainted rendered brick. It has simple detailing with unusual large keystones over the openings, and quoins at each corner of the facade. The parapet is plain, with a simple panel supported by a pair of consoles. Traces of early painted signage are evident on the northern return, exposed by the demolition of the brick factory premises which previously adjoined this elevation.

[Jacobs Lewis Vines, Port Melbourne Conservation Study, 1979; minor amendments by Lovell Chen, 2012].

Comparative Analysis

Although built on a corner site – the corner of Dow Street and Little Bay Street - the former Army and Navy Hotel is unusual in having only one principal facade. In this respect it can be compared with other examples of street-bound hotels such as the Cricketer's Arms Hotel, Street, Port Melbourne, the former Clarendon Hotel, 231 Nelson Place, Williamstown (1859), the Rose and Crown Hotel, 309 Bay Street, Port Melbourne (original building c. 1879) and the former Royal Hotel, 85 Nelson Place, Williamstown (1890). In terms of architectural treatment, the simple Classical Revival design is typical of hotels of the 1860s, contrasting with the earlier colonial style of hotels such as the Fountain Inn.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

The former Army and Navy Hotel is of historical significance at a local level. It is associated with the early history of Port Melbourne through the long-term use of the site as a hotel, and is one of the suburb's earliest surviving hotel buildings, albeit de-licensed. It is unusual in that it was not refurbished in the later nineteenth century or early twentieth century as has occurred for many other Port Melbourne examples. While located comparatively close to the waterfront, its position off the main road to Melbourne suggests it may have been a hotel which served a local clientele, being in close proximity to the Sugar Works (later the Robert Harper Oatmeal and Starch factory).

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

The former Army and Navy Hotel is a representative example of the less common type which presents to a single street frontage rather than addressing a corner. It was not remodelled in the later nineteenth or early twentieth century (suggesting an early delicensing), and as a result retains its original fenestration and form of openings. Its exaggeratedly-scaled keystones, façade detailing, and remnant painted signage to the north elevation are all features of note.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

The former Army and Navy Hotel is a two-storeyed rendered brick hotel building, which retains much of its nineteenth century detailing intact.

How is it significant?

The former Army and Navy Hotel is of historical and architectural significance to the City of Port Phillip

Why is it significant?

The former Army and Navy Hotel is among the earliest remaining hotel buildings in Port Melbourne, and is unusual in appearing not to have been remodelled later in the nineteenth century. Its relative intactness sets it aside from other examples, and in this location it provides a reference to the early history of the immediate surrounding area. The principal facade has refined detailing including the distinctive and oversized keystones to the door and window openings, while the remnant painted signage to the north elevation is also unusual.

Recommendations

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

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

Allom Lovell & Associates, *Port Melbourne Conservation Study Review*, 1995.
Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

- 1 *Plan of Allotments marked at Sandridge in the Parish of South Melbourne* [map], 1849, Lindsay Clark, Assistant Surveyor, July 1849.
- 2 Vale Collection of plans held at La Trobe Library, vol. 7, p. 35. '. . . allots 4 and 5 of Section 5, Sandridge. Sale by Mr Robert Byrne'; Port Melbourne rate book. November 1865. 1397.
- 3 Port Melbourne rate book. November 1866. 1331.
- 4 R K Cole Index to Hotel Records, State Library of Victoria.
- 5 Port Melbourne rate books.
- 6 A Sutherland (ed) *Victoria and its Metropolis*, McCarron Bird, Melbourne, 1888, Vol 2, p. 672.

CITY OF PORT PHILLIP HERITAGE REVIEW

Citation No: 277

IDENTIFIER Residences

FORMERLY Unknown



Recommended Heritage Overlay

Address 183, 185, 187 Rouse Street,
PORT MELBOURNE

Category Residential: Terrace row

Constructed c. 1883-1892

Designer unknown

Amendment

Comment [Text]

History

While these residences present as though built at the same time, rate book evidence indicates that they were built over a period of about ten years. 183 Rouse Street appears in the rate book of December 1883, although this may not be the earliest entry.¹ 185 Rouse Street was next to be built, by February 1891.² The last of the group, 187, was being erected during March 1892.³ All the houses were owned by Thomas Edwards, a farrier. He lived in 183 until 1891, when he occupied the newly built residence next door, at 185. He again moved further up Rouse Street, after 1892, when 187 was erected. 185 Rouse Street was occupied for a period by AV Heath, town surveyor and later town clerk for the City of Port Melbourne.⁴

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979].

Thematic Context

4. Building settlements, towns and cities. 4.1.2. Making suburbs.

PRINCIPAL THEME: Residences

SUB-THEME: Nineteenth century brick terrace, 2 storey

ORIGINAL OWNER: Thomas Edwards

CURRENT OWNER: Unknown/Various

LOCAL/PRECINCT CHARACTER: Individual Character (Individual, different from adjacent)

AUTHENTICITY 80% original

BUILDING TYPE: Nineteenth century brick terrace, 2 storey

ARCHITECTURAL STYLE: Victorian Filigree

PRINCIPAL MATERIAL: Brick

Physical/Stylistic Description

This terrace comprises three two-storey residences, with the central residence set back behind the two flanking houses. All three have a two-storeyed balcony with cast iron decoration, and the end two sections have concave corrugated iron roofs. The whole group is constructed from brown brick with simple cement render mouldings, of a type more commonly found on earlier buildings. Two of the terrace houses (183 and 185) have been overpainted and 185 has been cement rendered. Of the three, 187 Rouse Street is the most intact, retaining its tiling to the front verandah and coloured glazing to the tripartite ground floor window and to the doorcase. 183 and 185 Rouse Street incorporate an unusual method of access to the first floor balconies in which the lower sash is set over a paired timber panelled door base. This enables the bottom sash to be raised, and the two door panels to open inwards, thus avoiding stepping over the sill. It is thought that 187 Rouse Street may have originally incorporated the same detail; however, a pair of modern French doors has been introduced to the west window.

[Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979; amended by Lovell Chen, 2012].

Comparative Analysis

Few examples of breakfront form terrace rows have been identified and 183-87 Rouse Street may be the only example in the Port Melbourne context. In South Melbourne, 'Dalkeith', 312-14 Albert Road is a large two-storeyed house with a return bay to its west end, but the whole is a single construction. Further afield, Osborne House, Nicholson Street Fitzroy has a similar breakfront composition, and was also built as a phased construction with the side wings added as part of a significant phase of works in 1887-88.

Assessment Against HERCON Criteria

Criterion A - Importance to the course, or pattern, of the City of Port Phillip's cultural or natural history.

183-87 Rouse Street is of historical significance at a local level. With generally smaller-scaled and single-storey houses (often in timber) more common in Port Melbourne, this unusual two-storey breakfront terrace, constructed in three phases, suggests the increasing wealth and prosperity of the suburb during the 'boom' era of the 1880s. Built as a speculative development over a period of ten years by a local merchant, the grouping spanned the boom years of the 1880s and was completed during the onset of the Depression of the 1890s.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Port Phillip's cultural or natural history.

Not applicable.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments.

Not applicable.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

183-87 Rouse Street is of architectural significance at a local level. While the terrace row adopts a restrained and conservative architectural style, the 'breakfront' form is unusual and may be unique

in Port Melbourne, with few other examples identified in Melbourne. The terrace row also features unusual detailing to the first floor windows, where the lower sash is set over a paired timber panelled door base, allowing access to the first floor balconies.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

Not applicable.

Criterion G - Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions.

Not applicable.

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Port Phillip's history.

Not applicable.

Statement of Significance

What is significant?

183-87 Rouse Street is a two-storey row comprising three brick terrace houses. The properties adopt an unusual breakfront form, with the centre terrace house recessed between the two flanking houses. The houses retain elements of their early and original detailing intact.

How is it significant?

183-87 Rouse Street is of historical and aesthetic (architectural) significance to the City of Port Phillip.

Why is it significant?

The terrace row at 183-87 Rouse Street is of significance as a fine example of late nineteenth century speculative development in Port Melbourne, constructed over a decade which began in the economic boom and ended with the onset of the Depression of the 1890s. Built in stages over this ten year period, the restrained and conservative style remained consistent. The massing of the terrace, with the centre house set back behind the others in a breakfront arrangement, is distinctive and unknown elsewhere in Port Melbourne. The two-storey form is also distinctive in the context of a suburb where more modest single-storey cottages of timber and brick were the norm. The terrace is also of interest for its unusual first floor window detail, allowing access to the first floor balconies.

Recommendations

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

Paint controls are recommended.

References

General

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979.

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

Andrew Ward, *City of Port Phillip Heritage Review*, 1998.

Specific

- 1 Port Melbourne rate book, December 1883, 102.
- 2 Port Melbourne rate book, February 1891.
- 3 Port Melbourne rate book, March 1892, 125.
- 4 According to P Grainger, Port Melbourne Historical and Preservation Society.