

AMENDMENT C132
TO THE PORT PHILLIP PLANNING SCHEME
DOCUMENTATION

1. Explanatory Report (amended since exhibited)
2. Planning Scheme Ordinances
 - a. *Clause 21.07 - Incorporated Documents* (Municipal Strategic Statement)
 - b. *Clause 22.04 – Heritage Policy* (Local Planning Policy)
 - c. *Schedule to Clause 43.01 – Heritage Overlay* (extract)
 - d. *Schedule to Clause 81.01*
3. Instruction Sheet
4. Planning Scheme Maps
5. Incorporated Documents, including:
 - a. *Port Phillip Heritage Review (Version TBC, 2017) – Volume 6* (extracted citation)
 - b. *City of Port Phillip Heritage Policy Map (updated March 2017)* (part of Port Phillip Heritage Review) (extract)
 - c. *City of Port Phillip Neighbourhood Character Map (updated March 2017)* (part of Port Phillip Heritage Review) (extract – see track changes for amendment to exhibited version)

PORT PHILLIP PLANNING SCHEME

AMENDMENT C132

EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Port Phillip City Council, who is the planning authority for this amendment.

Land affected by the Amendment

The amendment applies to 26 Stokes Street, Port Melbourne.

What the amendment does

The amendment introduces a new Heritage Overlay to 26 Stokes Street, Port Melbourne, on a permanent basis. Interim heritage controls currently apply to the site, expiring on 30 September 2017.

Consequential changes are also made to Incorporated Documents in the Port Phillip Planning Scheme; the *Port Phillip Heritage Review* (including the *City of Port Phillip Heritage Policy Map* and the *City of Port Phillip Neighbourhood Character Map*).

More specifically, the Amendment makes the following changes:

1. Applies a Heritage Overlay (HO497) to 26 Stokes Street, Port Melbourne through:
 - a. Updating Port Phillip Planning Scheme Map 2HO to apply HO497; and
 - b. Updating the Schedule to Clause 43.01 – Heritage Overlay to add HO497.
2. Updates Clause 21.07 – Incorporated Documents, Clause 22.04 – Heritage Policy and the Schedule to Clause 81.01 – Incorporated Documents, to reflect the revised version number and date of the *Port Phillip Heritage Review*, the *City of Port Phillip Heritage Policy Map* and the *City of Port Phillip Neighbourhood Character Map*.

The changes to the above Incorporated Documents comprise:

- a. Introducing a new individual citation (Citation No 2382) for 26 Stokes Street, Port Melbourne, in the *Port Phillip Heritage Review*;
- b. Applying a 'Significant Heritage Place' grading to 26 Stokes Street, Port Melbourne, on the *City of Port Phillip Heritage Policy Map*; and
- c. Removing the 'Contributory outside of the HO' grading for 26 Stokes Street, Port Melbourne, from the *City of Port Phillip Neighbourhood Character Map*.

Strategic assessment of the Amendment

Why is the Amendment required?

Amendment C132 will provide permanent heritage controls for 26 Stokes Street, Port Melbourne, ensuring heritage matters are considered in any future planning permit application.

A heritage assessment has found that the building at 26 Stokes Street, Port Melbourne meets the threshold of local heritage significance and should be included in an individual Heritage Overlay.

It is considered that the building is of significance as:

- *“A well-detailed and intact example of a late Victorian Italianate villa. The scale of the house, larger than many others in the suburb, and grander in character, is representative of houses associated with the middle-class in this community, in contrast to the more modest working-class housing in the area (Criterion D).”*
- *“Aesthetically, it is a well-composed design that incorporates elements representative of its period and style including asymmetrical form and a high degree of detailing, and it is distinguished amongst similar houses in Port Melbourne by the tripartite window arrangement (Criterion E).”*

This section of Stokes Street, Port Melbourne (south of Rouse Street to Beach Street) includes a considerable number of individual Heritage Overlays, including the Swallow and Ariell Factory opposite and three heritage places immediately south of the subject land.

How does the Amendment implement the objectives of planning in Victoria?

The amendment implements the following objectives of planning in Victoria, under Section 4 of the Planning and Environment Act 1987:

- 4(1)(d) - to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;
- 4(1)(f) - to facilitate development in accordance with the objectives set out in paragraphs (a), (b), (c), (d) and (e);
- 4(1)(g) - to balance the present and future interests of all Victorians.

The amendment will meet these objectives by ensuring that the heritage significance of the building is protected, and that heritage matters are considered at the planning permit stage.

How does the Amendment address any environmental, social and economic effects?

The amendment will have a positive environmental impact by protecting a place of historic significance and allowing the reuse and recycling of existing building stock.

The amendment will have a positive social effect through the preservation of a historically and architecturally significant place for the benefit of current and future generations.

The amendment is not expected to have any community-wide economic impact.

Does the Amendment address relevant bushfire risk?

The municipal area of Port Phillip does not have any designated bushfire prone areas.

Does the Amendment comply with the requirements of any Minister’s Direction applicable to the amendment?

The amendment is consistent with *Ministerial Direction No. 9 – Metropolitan Strategy* (as amended 30 May 2014) pursuant to Section 12 of the *Planning and Environment Act 1987* - that requires planning authorities to have regard to the Metropolitan Strategy (*Plan Melbourne*).

Direction 4.7 seeks to “Respect our heritage as we build for the future”.

The amendment is consistent with this policy direction by ensuring the Planning Scheme continues to guide appropriate development in the municipality, and the built heritage of the municipality is maintained.

The amendment is also consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the Act.

How does the Amendment support or implement the State Planning Policy Framework and any adopted State policy?

The amendment supports the following aspects of the State Planning Policy Framework:

Clause 15.03-1 Heritage Conservation:

Objective: To ensure the conservation of places of heritage significance.

Strategies: Identify, assess and document places of natural or cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources and the maintenance of ecological processes and biological diversity.

Provide for the conservation and enhancement of those places which are of, aesthetic, archaeological, architectural, cultural, scientific, or social significance, or otherwise of special cultural value.

Encourage appropriate development that respects places with identified heritage values and creates a worthy legacy for future generations.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements.

Ensure the appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings whose use has become redundant.

The amendment ensures that the policy directions for heritage conservation can be met through the identification, assessment and protection of heritage places within the City of Port Phillip. The protection of heritage properties will encourage appropriate development, and the conservation and restoration of the contributory elements of the heritage places.

How does the Amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

This amendment is consistent with the objectives and strategies outlined in the Local Planning Policy Framework of the Port Phillip Planning Scheme.

In accordance with Clause 21.05-1 of the Municipal Strategic Statement, the vision is to conserve and enhance the architectural and cultural heritage of Port Phillip with policy seeking to:

- Protect, conserve and enhance all identified significant and contributory places, including buildings, trees and streetscapes.
- Support the restoration and renovation of heritage buildings and discourage their demolition.
- Encourage high quality design that positively contributes to identified heritage values.

- Ensure that new development respects and enhances the scale, form and setbacks of nearby heritage buildings.
- Encourage urban consolidation only where it can be achieved without affecting heritage significance.
- Maintain the visual prominence of historic buildings, local landmarks and icons.

To achieve this vision, Clause 22.04 – Heritage Policy (Local Planning Policies) outlines the objectives that are relevant to the conservation and protection of heritage places, as follows:

- To retain and conserve all significant and contributory heritage places.
- To discourage the demolition of significant and contributory heritage places.
- To ensure all new development and redevelopment of significant and contributory places is respectfully and harmoniously integrated with the surrounding character.
- To promote design excellence (in terms of building siting, scale, massing, articulation and materials) which clearly and positively supports the heritage significance of all Heritage Overlay areas.
- To ensure that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.

Does the Amendment make proper use of the Victoria Planning Provisions?

The Schedule to the Heritage Overlay is the appropriate Victoria Planning Provision tool for the introduction of heritage controls to properties identified as being of local heritage significance.

Application of the Heritage Overlay in the Port Phillip Planning Scheme is consistent with *Practice Note 1 - Applying the Heritage Overlay*.

How does the Amendment address the views of any relevant agency?

The amendment does not affect any agency.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The amendment will not have a significant impact on the transport system, as defined by section 3 of the *Transport Integration Act 2010*, as the amendment applies only to an individual property in Port Melbourne.

Resource and administrative costs

- **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The Amendment will introduce a new planning permit requirement under the Heritage Overlay. Given the amendment only applies to one property, it will not have a significant impact upon the resources and administrative costs of Council.

Where you may inspect this Amendment

The Amendment is available for public inspection, free of charge, during office hours at the following places:

Port Phillip City Council Municipal Offices:

- Port Melbourne Town Hall, 333 Bay Street, Port Melbourne;
- St Kilda Town Hall, Cnr Carlisle Street and Brighton Road, St Kilda.

Note: Strategic Planning officers are available at the St Kilda Town Hall to assist with enquiries.

Libraries:

- St Kilda Library, 150 Carlisle Street, St. Kilda.
- Port Melbourne Library, 333 Bay Street, Port Melbourne.

The amendment may also be viewed online:

City Port Phillip website: <http://www.portphilip.vic.gov.au/planning-scheme-amendments.htm>

Department of Environment, Land, Water and Planning website: www.dtpli.vic.gov.au/publicinspection.

21.07

04/05/2017
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Proposed
C132

INCORPORATED DOCUMENT

St Kilda Foreshore Urban Design Framework (2002)

Port Phillip Heritage Review - Volumes 1-6 (~~Version 21, 21 March 2017~~ Adoption Version June 2017) (Includes the City of Port Phillip Heritage Policy Map and the City of Port Phillip Neighbourhood Character Policy Map).

Reference documents

General

Community Plan (2007)

Council Plan 2009 - 2013

Health and Wellbeing Strategy (2007)

Environmental sustainability

Toward Zero Sustainable Environment Strategy (2007)

Sustainable Design Policy (2006)

Sustainable Transport Framework (2004)

Sustainable Transport Policy and Parking Rates (Ratio, 2007)

Land use

Port Phillip Housing Strategy (2007)

Port Phillip Activity Centres Implementation Plan (2007)

Port Phillip Activity Centres Strategy (2006)

Port Phillip Industry and Business Strategy (2003)

Open Space Strategy (2006, Revised 2009)

Open Space Strategy Implementation Plan Framework (2009)

Foreshore Management Plan (2004)

Built form

Port Phillip Housing Strategy (2007)

Port Phillip Design Manual (2000)

Neighbourhoods

South Melbourne Central Structure Plan (2007)

South Melbourne Central Urban Design Framework (2007)

Ormond Road Urban Design Guidelines (2007)

Beacon Cove Neighbourhood Character Guidelines 2010 (SJB Urban, 2010)

Carlisle Street Activity Centre Structure Plan (2009)

Carlisle Street Urban Design Framework (2009)

Design Guidelines 1-7 Waterfront Place, Port Melbourne (2014)

St Kilda Road North Precinct Plan (2013 – Updated 2015)

Bay Street Activity Centre Structure Plan – Parts 1 and 2 (2014)

22.04 HERITAGE POLICY

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Proposed
C132

This policy applies to all land within a Heritage Overlay.

22.04-1 Policy Basis

27/06/2011
 C62

This policy:

- builds on the SPPF heritage objective in Clause 15.03 to local circumstances;
- builds on the MSS objectives in Clause 21.05-1 relating to local heritage conservation, and
- applies the findings of the Port Phillip Heritage Review, Volumes 1-6.

22.04-2 Objectives

27/06/2011
 C62

- To retain and conserve all significant and contributory heritage places.
- To discourage the demolition of significant and contributory heritage places.
- To ensure all new development and redevelopment of significant and contributory places is respectfully and harmoniously integrated with the surrounding character.
- To promote design excellence (in terms of building siting, scale, massing, articulation and materials) which clearly and positively supports the heritage significance of all Heritage Overlay areas.
- To ensure that new development and any publicly visible additions and/or alterations in or to a heritage place maintains the significance of the heritage place and employs a contextual design approach.
- To encourage development, in particular use of materials, that responds to the historic character of laneways and to minimise elements that adversely impact on that character.
- To ensure that reconstruction and repair of significant heritage bluestone kerb and channelling, bluestone laneways and significant concrete kerb and channel is carried out in a way that reflects as closely as possible the original appearance.

22.04-3 Policy

08/12/2011
 C72

General

It is policy to:

- Encourage the restoration and reconstruction of heritage places (including the accurate reconstruction of original streetscape elements such as verandahs) in all areas, and in particular, in intact or substantially consistent streetscapes in the South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas (HO440, HO441, HO442, HO443, HO444, HO445 or HO446).
- Encourage the removal of alterations and additions that detract from the heritage significance of a heritage place.
- Encourage new development to be respectful of the scale, form, siting and setbacks of nearby significant and contributory buildings.
- Disregard the impact of buildings that are obviously atypical to the character of the streetscape when determining the appropriate mass and scale for new buildings or extensions or upper storey additions.

- Encourage a contextual design approach for additions and/or alterations to a heritage place or for new development. A contextual approach is where the alteration, addition or new development incorporates an interpretive design approach, derived through comprehensive research and analysis. New development should sit comfortably and harmoniously integrate with the site and within the streetscape and not diminish, detract from or compete with the significance of the heritage place or streetscape character. This approach can include
 - Contemporary architecture and innovative design which is an important part of the contextual approach because it adds to the existing diversity and layering of styles through time. This layering is a defining feature in a number of areas and is therefore an important component of Port Phillip’s heritage.
 - Accurate reproduction architecture may be employed in limited instances where detailed evidence, such as photographic evidence, exists for that alteration, addition or new development. This approach may be more appropriate in the South Melbourne, Albert Park, Middle Park and St Kilda West Heritage Overlay areas (HO440, HO441, HO442, HO443, HO444, HO445 or HO446), but may have limited application elsewhere.

Additions and/or Alterations to Heritage Places

It is policy that:

- Additions and alterations:
 - Do not change the original principal facade(s) or roof.
 - Are distinguishable from the original parts of the heritage place to be conserved, if a contemporary architectural approach is used.
 - Are based on research that can identify the elements, detailing and finishes originally employed.
 - Do not obscure or alter an element that contributes to the significance of the heritage place.
 - Maintain an existing vista or viewlines to the principal facade(s) of a heritage place.
- An upper storey addition is sited and massed behind the principal facade so that it preferably is not visible, particularly in intact or consistent streetscapes (see Performance Measure 1).

Performance Measure 1

Upper storey additions may meet the above policy for siting and massing if the following measures, as appropriate, are achieved:

- They are sited within an “envelope” created by projecting a sight line from 1.6 metres above ground level (this being the eye level of an adult person of average height) to the front parapet or gutter on the main façade and taken from a point where the footpath meets the property line directly opposite the site, where the property has a frontage to a narrow street (5 metres or less) or laneway (illustration 1), or
- They are sited within an “envelope” created by projecting a line of 10 degrees from the height of the base of the front parapet or gutter line on the main façade and extending to the rear of the heritage place (**illustration 2 or 3**), or
- In exceptional cases where the heritage place is located in a diverse streetscape and the design of the proposed addition is considered to be an appropriate contextual response, they are sited within an “envelope” created by projecting a line of up to 18 degrees from the height of the base of the front parapet or gutter line on the main façade of the heritage place.

Illustration 1

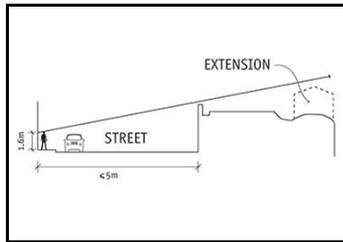


Illustration 2

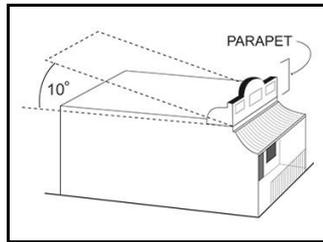
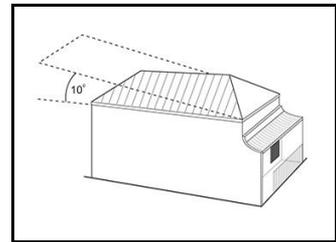


Illustration 3



- If visible from the front (principal) street, the roof of any addition is related to that of the heritage place in terms of form, pitch and materials.
- Where the property is located on a corner site, the upper storey addition is sited and massed so it is visually recessive from the front of the building, so that the scale of the heritage place is the dominant element in the front (principal) streetscape.
- In cases where the original heritage place has been altered, the previous alterations and additions are retained and conserved where they help to interpret the history of its development and they contribute to the significance of the heritage place.
- New openings in the principal facade(s) visible from the street are avoided, or if openings are visible, they are proportionally related to those of the heritage place.
- Walls, windows, roofs and fences are complementary to the heritage place in terms of materials, finishes, textures and paint colours and are appropriate to its architectural style.
- New development achieves environmentally sustainable outcomes, including upgrading existing fabric to reduce operational environmental impact of existing buildings, which is balanced with protecting the heritage significance of the site.

New Development in Heritage Overlay Areas

It is policy that:

- New development maintains and enhances an existing vista to the principal facade(s) of the heritage place, where a new development is adjacent to a heritage place (see Performance Measure 2).

Performance Measure 2

Buildings and works may meet the above policy for maintaining and enhancing an existing vista to the principal façade(s) of a heritage place if the following measures, as appropriate, are achieved:

- New development, with a significant or contributory heritage place on one adjacent site, has an equivalent frontage setback to the heritage place or a setback configuration that maintains a reasonable vista to the heritage place.
- New development, with a significant or contributory heritage place on both adjacent sites with differing setbacks, has a setback no greater than the largest setback and no less than the smaller setback.

- New development generally reflects the prevailing streetscape scale and does not dominate the streetscape or public realm (see Performance Measure 3).

Performance Measure 3

Buildings and works may meet the above policy for building scale if the following measures, as appropriate, are achieved:

- If located in a street which has a consistent building scale and adjacent to a significant or contributory heritage place, the height of the building is no higher than the roof ridgeline of the highest adjacent heritage place when viewed from the street, but may include a higher component to the rear; or
 - If located in a street with a diverse building scale, and adjacent to a significant or contributory heritage place, the height of the new building is of a scale and mass that respects both the adjacent heritage place and the prevailing scale of the area.
- Front and side setbacks reflect those of the adjacent buildings and the streetscape, where this is an important element in the streetscape.
 - Roofs respond to any predominant roof form characteristic of the streetscape.
 - Door and window openings are complementary to the prevailing streetscape characteristics. Large expanses of glass or horizontal windows are generally avoided in principal front facades except where this is considered an appropriate design response.
 - If it is a major development site containing a significant or contributory heritage place that is to be retained, the new development respects the scale and setting of the heritage place whilst responding to the prevailing building scale of the heritage overlay area.
 - Visible wall elevations of the new building are articulated in a manner that is complementary to the streetscape through the use of different materials, massing and the inclusion of windows and doors where appropriate.
 - Materials, textures and finishes complement those evident in the streetscape.
 - Colour schemes complement the appearance and character of the streetscape.
 - Front fences are appropriate to the architectural style of the building.
 - For a contextual approach, front fencing interprets the prevailing character of fencing in the immediate environs and in particular responds to prevailing fence height, degree of transparency, form and materials.

Demolition

Where a permit is required for demolition of a significant or contributory building, it is policy to:

- Refuse the demolition of a significant building unless and only to the extent that:
 - the building is structurally unsound;
 - the replacement building and/or works displays design excellence which clearly and positively supports the ongoing heritage significance of the area.
- Refuse the demolition of a contributory building unless and only to the extent that:
 - the building is structurally unsound, and either
 - the replacement building and/or works displays design excellence which clearly and positively supports to the ongoing heritage significance of the area, or
 - in exceptional circumstances the streetscape is not considered intact or consistent in heritage terms.
- Require all applications for demolition of significant or contributory buildings to be accompanied by an application for new development.
- Allow the demolition of part of a heritage place if it will not affect the significance of the place and the proposed addition is sympathetic to the scale and form of the place.

Car Parking

It is policy to:

- Discourage new vehicle crossovers in the front of a property with a narrow street frontage or in streets with few or no crossovers.
- Encourage new on-site car spaces to be located at the rear of the property or in a side setback area.
- Encourage carports, garages and outbuildings, if visible from the main street frontage, to have wall openings, roof forms and materials that complement the main building and the streetscape.

Laneways, Kerbs and Channels

It is policy that:

- Reconstruction of existing bluestone kerb and channelling occurs only when it is at the end of its useful life.
- Where an upper floor is proposed, it is incorporated into the roof space or stepped back from the laneway to reduce its bulk.
- There is zero setback from the laneway frontage (e.g. buildings / fences are built on the boundary line abutting the laneway).
- External materials are limited to those utilitarian materials common in the early periods of development, typically red face brickwork for walls.

Street Furniture

It is policy that:

- Street furniture, including seats, litter bins, bicycle rails and drinking fountains, are designed and sited to ensure that they are not obtrusive in the streetscape, do not adversely affect the heritage significance of an area, and do not obstruct the views to a heritage place.

22.04-4 Application Requirements

27/06/2011
C62

It is policy to require all applications for development to be accompanied by:

A written report that explains:

- The design approach adopted and the reason why.
- How the proposed building and/or works will clearly and positively support the ongoing significance of the heritage place and promote design excellence.
- In the case of any proposed demolition:
 - Why the building is considered to be structurally unsound with supporting information to Council's satisfaction.
 - How the replacement building and/or works clearly and positively support the significance of the heritage place.
- In the case of any proposed addition/alteration, how the proposal is respectful to the scale, massing and form of the significant or contributory heritage place.
- In the case of new development, how the proposal will complement existing heritage characteristics and be respectful of and respond to the prevailing scale, form, siting and setbacks of existing significant or contributory heritage places in the vicinity.

- Whether the addition and /or alteration or new development has met the performance measure 1, 2 or 3, where relevant, and in the cases where these performance measures have not been met, how the proposal achieves the relevant policy.

Plans showing the following:

- Fully scaled and dimensioned elevations and floor plans.
- Where facade restoration forms part of the proposal, plans must be prepared at a 1:20 scale.
- Where demolition forms part of the proposal, demolition plans and elevations showing the extent of all buildings, fences, etc to be demolished.
- A three dimensional building envelope that shows the potential new building volume if all the opportunities and constraints have been considered.
- Fully scaled and dimensioned site plan showing existing and proposed circumstances including outbuildings, fences, significant vegetation, car parking, new cross overs, on-site parking space locations and any other noteworthy features.
- A photo montage of the streetscape.
- A streetscape elevation which shows the existing streetscape and how the proposal sits within the streetscape.
- Information which shows the form of the proposal from oblique views from neighbouring streetscapes where any part of the proposal will be visible.
- A landscape plan.

22.04-5

27/06/2011
C62

Definitions

Heritage place is a place that has identified heritage value and could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land.

Significant heritage places include buildings and surrounds that are individually important places of either State, regional or local heritage significance and are places that together within an identified area, are part of the significance of a Heritage Overlay. These places are included in a Heritage Overlay either as an area or as an individually listed heritage place and are coloured “red” on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6.

Contributory heritage places include buildings and surrounds that are representative heritage places of local significance which contribute to the significance of the Heritage Overlay area. They may have been considerably altered but have the potential to be conserved. They are included in a Heritage Overlay and are coloured “green” on the City of Port Phillip Heritage Policy Map, in the Port Phillip Heritage Review, Volume 1-6.

Non-contributory properties are buildings that are neither significant nor contributory. They are included in a Heritage Overlay and have no colour on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6. However any new development on these sites may impact on the significance of the Heritage Overlay, and should therefore consider the heritage characteristics of any adjoining heritage place and the streetscape as covered in this policy.

22.04-6

04/05/2017
C447
Proposed
C132

Incorporated Document

Port Phillip Heritage Review – Volumes 1 – 6 (~~Version 21, 21 March 2017~~ [Adoption Version June 2017](#)) (includes the City of Port Phillip Heritage Policy Map and the City of Port Phillip Neighbourhood Character Policy Map).

22.04-7

07/07/2016
C103

Reference Documents

Port Phillip Design Manual, 2000 including:

- Fishermans Bend Guidelines (Updated 2010)
- Garden City Guidelines (Updated 2010)
- Dunstan Estate Guidelines (2007)
- Heritage Kerbs, Channels and Laneways Guideline (2006)

Review of Heritage Overlay 3, Heritage Alliance (2009) & Built Heritage (2010).

Review of Heritage Overlay 1 Port Melbourne – Outcomes and Recommendations (Lovell Chen, July 2011)

Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)

Fishermans Bend Heritage Study (Biosis Pty Ltd, 2013)

Fishermans Bend additional heritage place assessments (Biosis Pty Ltd, 2015)

Review of Heritage Overlay 1 Port Melbourne – Stage 2 Review – Summary Report (Lovell Chen, December 2012)

04/05/2017
 C447
 Proposed
 C132

SCHEDULE TO THE HERITAGE OVERLAY

The requirements of this overlay apply to both the heritage place and its associated land.

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO1	<i>Port Melbourne</i> Area generally bound by Clark Street to the north, Ingles and Boundary Streets to the east, Pickles Street to the south and Graham Street to the west	Yes	No	Yes – but limited to the Port Melbourne Light Rail Reserve, area zoned PPRZ.	No	No	No		No
HO2	<i>The Garden City Housing Estates</i> Port Melbourne	Yes	No	No	No	No	No		No
HO4	<i>City Rd Industrial Area</i> South Melbourne	Yes	No	No	No	No	No		No
HO5	<i>St Kilda Hill</i> Area generally bound by Fitzroy St to the North, Barkly St to the east, Carlisle St to the south and Port Phillip Bay to the west	Yes	No	No	No	No	No		No
HO6	<i>St Kilda East</i> Area generally bound by Wellington Rd and Dandenong Rd to the north, varying degrees of Alma Rd to the south, St Kilda Rd to the east and	Yes	No	No	No	No	No		No

PORT PHILLIP PLANNING SCHEME

PS Map Ref	Heritage Place	External Paint Controls Apply?	Internal Alteration Controls Apply?	Tree Controls Apply?	Outbuildings or fences which are not exempt under Clause 43.01-3	Included on the Victorian Heritage Register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of Incorporated Plan under Clause 43.01-2	Aboriginal heritage place?
HO352	<i>House</i> 2A Spray Street, Elwood	Yes	No	No	No	No	No		No
HO434	<i>House</i> 54 & 56 Spray St, Elwood	Yes	No	No	No	No	No		No
HO244	<i>Former Swallow & Ariell Biscuit Factory</i> 1 Stokes St and 241-265 Rouse St and 40-44 Princes St and 29-53 Stokes St and 2-14 Capistrano Pl and 2-10 Murtons Way, Port Melbourne	-	-	-	-	Yes Ref No H567	Yes		No
HO263	<i>Former Masonic Hall</i> 18 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO264	<i>Longwell Terrace</i> 20-24 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No
HO497	<i>Edith</i> 26 Stokes Street, Port Melbourne Interim control Expiry date: 30/09/2017	Yes	No	No	No	No	No		No
HO265	<i>Former Swallow and Ariell offices</i> 60 Stokes St, Port Melbourne	Yes	No	No	No	No	No		No

04/05/2017
 C117
 Proposed
 C132

SCHEDULE TO CLAUSE 81.01

Name of document	Introduced by:
10, 11, 12 / 339 Williamstown Road, Port Melbourne, Transitional Arrangements, January 2017	C136
114-124 Albert Road, South Melbourne	NPS1
12 Acland Street, St Kilda	NPS1
12B Chapel Street, St Kilda, September 2013	C96
1-29 Albert Road, South Melbourne	NPS1
132-134 Bank Street and 223-227 Moray Street, South Melbourne	NPS1
14-16 The Esplanade, St Kilda	NPS1
167 Fitzroy Street, St Kilda	NPS1
29 Fitzroy Street, St Kilda	NPS1
315-317 Beaconsfield Parade and 109-111 Park Street, St Kilda	NPS1
360-370 St Kilda Road, Melbourne, Revised November 2001	C33
400 - 430 City Road, Southbank, December 2010	C85
400-410 City Road, 2-48 Cecil Street and 127-135 Whiteman Street, South Melbourne	NPS1
414-416 and 418 St Kilda Road, Melbourne	NPS1
582-584 St Kilda Road, Melbourne	NPS1
89 Fitzroy Street, St Kilda	NPS1
Acland Courtyard Development Plan	NPS1
Acland Street Upgrade Project Incorporated Document, December 2015	C124
Albert Park Master Plan	NPS1
Beacon Cove Development, Port Melbourne (revised) 2013 (including Beacon Cove Concept Plan No.1, Beacon Cove Precinct Plan No. 1, Beacon Cove Residential Component Guidelines No.1 and Plan named Beacon Cove Port Melbourne showing areas subject to an environmental audit)	C104
Becton, Port Melbourne Development Concept Plan and Building Envelope Plan	NPS1
City of Port Phillip Heritage Policy Map (Updated March-June 2017) (Part of Port Phillip Heritage Review)	C117C132
City of Port Phillip Neighbourhood Character Map (Updated March-June 2017) (Part of Port Phillip Heritage Review)	C117C132
Fishermans Bend Strategic Framework Plan, July 2014 (amended September 2016)	GC50
Incorporated Plan - Sea Wall and Promenade - September 2008	C70
Luna Park	NPS1
M1 Redevelopment Project, October 2006	C58
Major Promotion Signs – Permit Provisions December 2008	C100
Melbourne CityLink Project – Advertising Sign Locations, November 2003	VC20
Melbourne Convention Centre Development, Southbank and North Wharf redevelopment, Docklands, April 2006, Amended May 2016	GC44

Name of document	Introduced by:
Melbourne Metro Rail Project Incorporated Document, December 2016	GC45
Melbourne Metro Rail Project – Infrastructure Protection Areas Incorporated Document, December 2016	GC45
Melbourne Sports & Aquatic Centre, Albert Park	NPS1
Part 61 Bertie Street, Port Melbourne, November 2001	C33
Port Melbourne Mixed Use Area Development Contributions Plan (Streetscape Works) July 1999	C13
Port Phillip Heritage Review - Volumes 1-6 (Version 21, 21 March 2017 <u>Adoption Version June 2017</u>)	C117C132
Prince Apartments Stage 2 Development Plans – 29 Fitzroy Street, St Kilda (December 2013)	C94
Shrine of Remembrance Vista Controls, April 2014	C140
St Kilda Foreshore Urban Design Framework, 2002	C36
St Kilda Seabaths	NPS1
St Kilda Station Redevelopment plans prepared by Billard Leece Partnership dated July 1999	C9
State Sports Facilities Project Albert Park, September 2009 (amended May 2012)	C120
Stokehouse – 30 Jacka Boulevard, St Kilda, July 2014	C110
Victorian Cricket and Community Centre, St Kilda Cricket Ground, May 2016	C119
West Beach Pavilion Precinct Incorporated Plan, 2004	C36

Planning and Environment Act 1987

PORT PHILLIP PLANNING SCHEME

AMENDMENT C132

INSTRUCTION SHEET

The planning authority for this amendment is the Port Phillip City Council.

The Port Phillip Planning Scheme is amended as follows:

Planning Scheme Maps

The Planning Scheme Maps are amended by a total of one attached map sheet.

Overlay Maps

1. Amend Planning Scheme Map No 2HO in the manner shown on the attached map marked "Port Phillip Planning Scheme, Amendment C132".

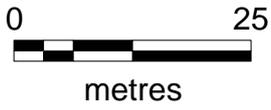
Planning Scheme Ordinance

The Planning Scheme Ordinance is amended as follows:

2. In Local Planning Policy Framework – replace Clause 21.07 (Incorporated Documents) with a new Clause 21.07 in the form of the attached document.
3. In Local Planning Policy Framework – replace Clause 22.04 (Heritage Policy) with a new Clause 22.04 in the form of the attached document.
4. In Overlays – Clause 43.01 (Heritage Overlay), replace the Schedule with a new Schedule in the form of the attached document.
5. In Incorporated Documents – Clause 81.01, replace the Schedule with a new Schedule in the form of the attached document.

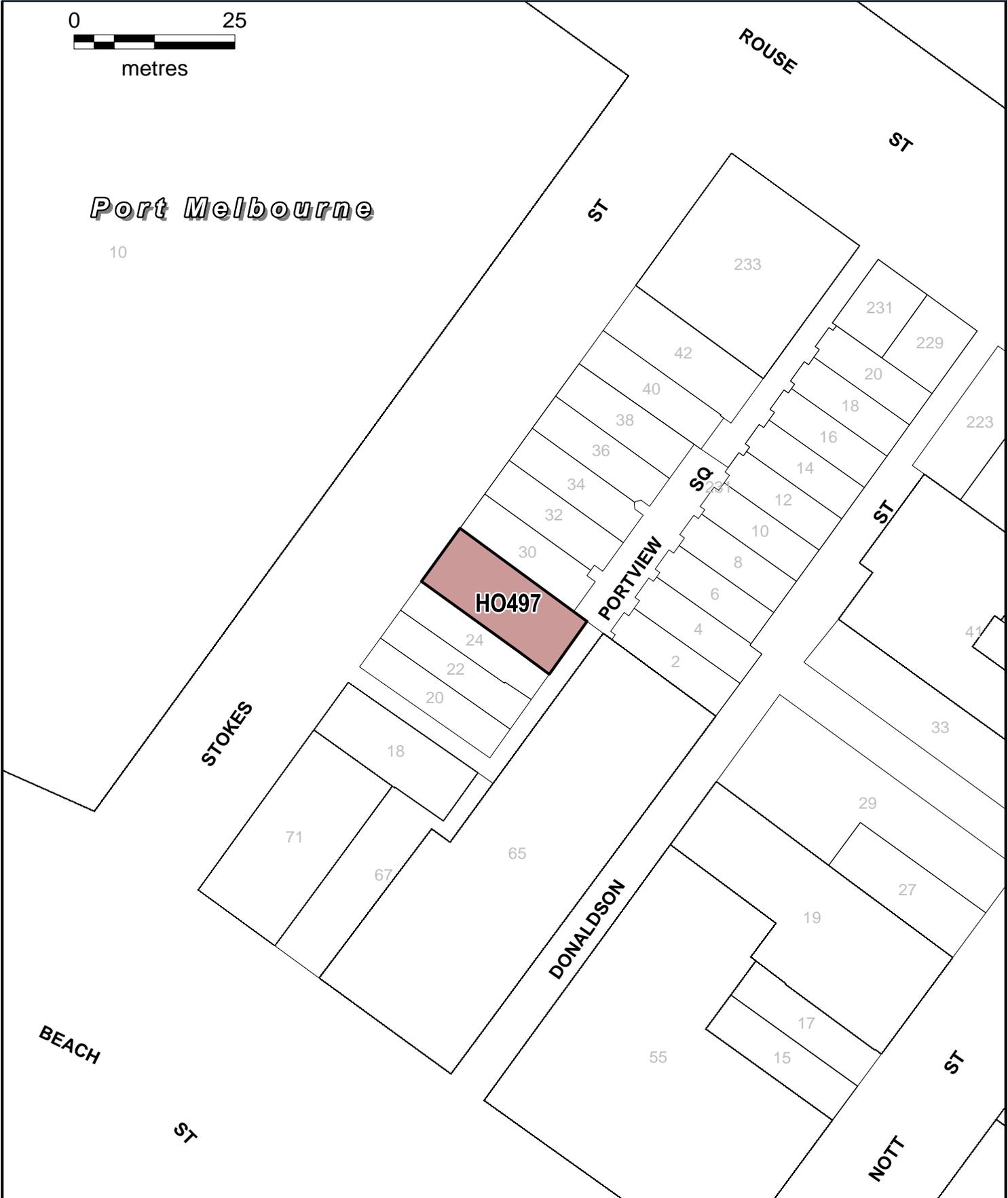
End of document

PORT PHILLIP PLANNING SCHEME



Port Melbourne

10



LEGEND

HO497 Heritage Overlay (HO497)

Part of Planning Scheme Map 2HO

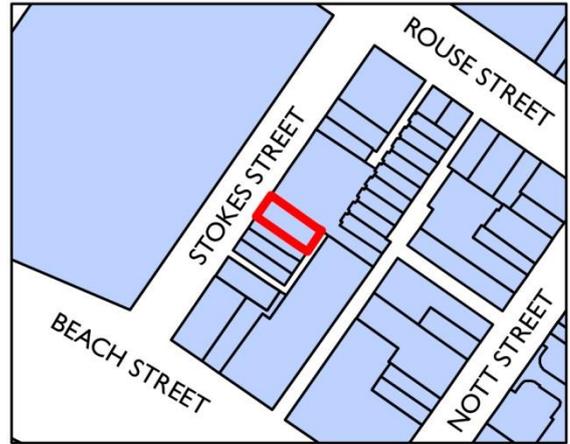
AMENDMENT C132



City of Port Phillip Heritage Review

Place name: Edith
Other names: Briggs House, [Strebtor](#)

Citation No:
2382



Address: 26 Stokes Street, Port Melbourne

Heritage Precinct: None

Category: Residential: house

Heritage Overlay: HO497

Style: Victorian Italianate

Graded as: Significant

Constructed: 1891

Victorian Heritage Register: No

Designer: Unknown

Amendment: C132

Comment: New citation

Significance

What is significant?

'Edith' ([also known as 'Strebtor'](#)), the house built in 1891 for George and Elizabeth Briggs, at 26 Stokes Street, Port Melbourne is significant. [George Briggs was a small business owner \(tailor\) in Bay Street and his family occupied the house for about twenty years.](#) It is a late Victorian Italianate villa constructed of bi-chrome brick, which is asymmetrical in plan and has a hipped roof clad in slate. The verandah retains the original cast iron post and frieze, and [an encaustic tiled floor with bluestone edging](#), and has an end wall with a vermiculated corbel and scroll bracket (the south boundary wall has ~~the same~~[similar](#) details). There is a four panel entrance door with sidelights and toplights and the windows to the main elevation are in a tri-partite arrangement: the central window contains a double hung timber sash and the narrower flanking windows have sash windows containing etched ruby glass; all have window reveals with an ovolo profile terminating in a stop chamfer, and the window to the projecting bay has what appears to be an early timber window shade hood (~~these sometimes contained rolled up canvas blinds~~) with a serrated edge. There are eaves brackets [below the soffit](#) with a moulded cement string course below. The bi-chrome brick chimneys have moulded cement details and a cornice, and terracotta pots.

Non-original alterations and additions to the house and the front fence are not significant.

How is it significant?

'Edith' at 26 Stokes Street, Port Melbourne is of local architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

~~'Edith' is of historic significance as a reminder of the residential development that occurred within this part of Port Melbourne during the nineteenth century. (Criterion A)~~

It is ~~of architectural significance~~ as a well-detailed and intact example of a late Victorian Italianate villa. The scale of the house, larger than many others in the suburb, and grander in character, is representative of houses associated with the middle-class in this community, in contrast to the more modest working-class housing in the area (Criterion D). Aesthetically, it is a well-composed design that incorporates elements representative of its period and style including asymmetrical form and a high degree of detailing, and ~~While otherwise typical in form and detailing~~ it is distinguished amongst similar houses in Port Melbourne by the tripartite window arrangement. (Criterion ~~D~~ E).

Thematic context

Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill, 5.3 The late Nineteenth Century boom

History

Port Melbourne

The following history of Port Melbourne is comprised of edited extracts from the Port Phillip Environmental History and the HOI Port Melbourne heritage precinct citation, both contained in Volume 1 of the *Port Phillip Heritage Review* (Version 17, September 2015).

The greater part of Port Melbourne, the West Melbourne swamp and the low lying lands of South Melbourne is understood to have its origins as an arm of Port Phillip Bay linked by the Yarra near Princes Bridge and the Maribyrnong near Flemington. At Port Melbourne, a body of shallow water known as the lagoon extended inland from the shoreline as far as the site of Raglan Street. Even today, the memory of the lagoon is recalled by the irregular configuration of Esplanade West and Esplanade East and by the Lagoon reserve and adjacent Edwards park. The lagoon, in fact, marked the eastern boundary of the future settlement of Sandridge, the land on which the latter was surveyed being described in 1841 as "sandy soil... moderately wooded [with] gum". The beach at Port Melbourne had been first charted by a European, Charles Grimes, in 1803, and the name Sandridge was chosen by the surveyor William Darke when he mapped the shoreline after 1836.

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

September 1854. The railway to the west and the lagoon to the east formed the boundaries of the Sandridge township plan, which comprised 44 blocks extending from just north of Ingles Street to the Beach.

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

By the late 1850s the process of replacing the earlier and more temporary buildings with permanent accommodation was gaining momentum, and Peckham Terrace erected c. 1859 in Bay Street is a surviving example of this early redevelopment phase. The growing importance of the settlement was demonstrated by the court house, police station and post office, which were all erected during the early 1860s. Amongst the brick hotels being built were the Chequers Inn which remains today at the corner of Bay and Bridge Streets and the Fountain Inn at the corner of Raglan and Crockford Streets. There were in fact many hotels at the Port, which was not surprising, given its foundations in the shipping trade. The shops, mainly in Bay Street, convey something of the same picture as the hotels, a few being designed by quite distinguished Melbourne architects and then from the 1870s more commonly by local architects. Frederick Williams was exceptionally busy whilst John Flannagan's group of three shops in Bay Street of 1874-75 survive as a testimony to his work and a reminder that the original development encompassed five shops.

U'Ren and Turnbull write that the decades between 1860 and 1890 were perhaps the most decisive in Port Melbourne's history. The population had increased sevenfold from 3,351 in 1861 to over 20,000 by 1890 and by 1900 the original Sandridge township area had been almost completely built up between the railway and the lagoon.

'Edith', 26 Stokes Street

The land bounded by Beach Street, Stokes Street, Rouse Street and Nott Street formed Block I in the Sandridge Township Plan and was among the first to be offered for sale. The Crown Grantees for most of Block I were S. (Samuel) & R.K. Gregory. In 1858 Charles Gregory (presumably a relative) built the first Sandridge Freemason's Lodge on part of Block I facing Stokes Street, and in 1859 Samuel Gregory built the Freemasons's (later Sandridge) Hotel on the adjoining site at the Beach Street corner (PPHR Citations 610 and 710). The Gregorys later subdivided and sold off most of the remaining land. For example, in 1863 lot 1 of Block I, situated at the corner of Stokes and Rouse streets, was subdivided into 10 lots, which were auctioned on 9 March by Beauchamp & Byrne. It was on part of this land that the Swallow & Ariell Biscuit Company erected their offices in 1890 (SLV 1).

The present 26 Stokes Street is comprised of parts of allotments 3 and 4 in Block I. In 1877 it was contained in a parcel of land transferred to Henry Donaldson and thence to Edward Matthews by 1887 (LV1, LV2). Matthews built 'Longwell Terrace' on part of his land (now 20-24 Stokes Street) and subdivided the balance into two lots, one being this property, which was sold in November 1887 to Thomas Holland (LV3). Holland held the land for three years before selling to Elizabeth Briggs in September 1890 (LV3). She took out a mortgage in February 1891, presumably to finance the construction of this house, which the Briggs family occupied from that year. [It was described as a six-room brick house, with relatively high valuation of 45 pounds](#) (LV4, SM, RB).

Melbourne & Metropolitan Board of Works plans dating from the late nineteenth century show this was one of eleven houses on the east side of Stokes Street, south of Rouse Street. On the west side the Swallow & Ariell Biscuit Works factory occupied the northern half, while there were about eight houses between the factory and the Beach Street corner. Houses were also scattered throughout the adjoining blocks. By the early to mid-twentieth century most of these would be replaced by factories and warehouses (SM).

Elizabeth Briggs was the wife of George Walter Briggs, a tailor, who had a shop in O'Brien's Terrace in Bay Street, Port Melbourne (LV4). The Briggs family resided in the house until about 1913. It was then tenanted until 1920 when it was sold to Francis J. Young, a Warrant Officer in the Royal Australian Navy. He lived in the house briefly before selling it to Rose Mitchell in 1922. The Mitchell family then occupied the house for over 50 years (LV4, SM).

References

Land Victoria (LV), certificates of title Vol. 945 Fol. 932 (LV1), Vol. 1959 Fol. 791 (LV2), Vol. 1969 Fol. 745 (LV3). Vol. 2296 Fol. 184 (LV4)

Melbourne and Metropolitan Board of Works (MMBW 1) plan, scale 400 feet to 1 inch. no.18 , Port Melbourne [cartographic material], dated 1894 (State Library of Victoria website)

Melbourne & Metropolitan Board of Works (MMBW 2) Detail Plan Nos. 325, 326, 327, dated 1895 (State Library of Victoria website)

'Plan of building allotments in Sandridge' [cartographic material]' State Library of Victoria (SLV 1) Vale Collection <http://handle.slv.vic.gov.au/10381/165025> [viewed 30 March 2016]

[Port Melbourne rate book \(RB\) 22 March 1892, No. in rate 90](#)

'Port Phillip Heritage Review' Volume 1, Version 17, September 2015

Sands & McDougall Directories (SM)

'The township of Sandridge', dated March 30, 1859, State Library of Victoria (SLV 2) Vale collection <http://handle.slv.vic.gov.au/10381/192257> [viewed 30 March 2016]

U'ren, N. and N. Turnbull, N., *A History of Port Melbourne*, 1983

Description

'Edith', the house at 26 Stokes Street, Port Melbourne is a late Victorian Italianate Villa. The house is built to both side boundaries and has small front setback. Asymmetrical in plan, it is constructed of bi-chrome brick (now over-painted) and has a hip roof, clad in slate (recently renewed). The verandah retains the original cast iron post and frieze, and tiled floor with bluestone edging, and has an end wall with a vermiculated corbel and scroll bracket (the south boundary wall has [the same similar](#) details). There is a four panel entrance door with sidelights and toplights (an early copper nameplate with the house name is beside the door) and the windows to the main elevation are in a tri-partite arrangement: the central window contains a double hung timber sash and the narrower flanking windows have sash windows containing etched ruby glass; all have window reveals with an ovolo profile terminating in a stop chamfer, and the window to the projecting bay has what appears to be an early timber window shade hood (these sometimes contained rolled up canvas blinds) with a serrated edge. There are eaves brackets with a moulded cement string course below. The bi-chrome brick chimneys have moulded cement details and a cornice, and terracotta pots.

Overall, the house retains a relatively high degree of intactness and integrity. The most significant change has been the over-painting of the brick walls. The high brick fence is also unsympathetic.

In the context of Stokes Street, this house forms part of a surviving group of nineteenth century buildings on the east side including the adjoining 'Longwell Terrace' (HO264), the former Masonic Hall (no.18, HO263) and the reconstructed former Sandridge Hotel at the corner of Beach Street (HO286). It also relates to the nineteenth century buildings associated with the former Swallow & Ariell Biscuit Factory at the southeast corner of Rouse Street (HO265) and on the opposite side of Stokes Street (HO244).



Comparative analysis

Port Melbourne was a working class area and this is reflected in the housing stock, which predominantly comprises small, weatherboard cottages with minimal architectural decoration (PPHR citations 243, 650, 677). Compared to the suburbs within the neighbouring former City of South Melbourne, Port Melbourne contains relatively few substantial brick villas and no houses that could be described as 'mansions'. 'Guernsey House', constructed in 1883 for Peter Grut, at 232 Esplanade East is perhaps Port Melbourne's grandest being a two storey, double fronted house of rendered masonry construction with a two level cast iron verandah and palisade fence, and an elaborately decorated parapet. Another relatively grand house is 344 Graham Street, constructed c.1871 for the locally prominent stevedore and one-time Mayor of Port Melbourne, James Close (both houses are included within the HO1 Port Melbourne precinct).

Most of the other substantial houses in Port Melbourne are concentrated in and around Bay Street (e.g., two storey terrace rows at 378-382 and 427-435) and along the two streets that face toward the reserves flanking the former Port Melbourne Railway: Station and Evans streets. These include the notable collection of two storey houses in Station Street immediately to the south of Raglan Street comprising 'Alfred Terrace' (nos. 160-62), 'Derwent Coffey House' (163), 'Ulster House' (164) and 'Emerald House' (165). All are within HO1.

Houses ~~of individual significance with the Italianate approach of asymmetrical massing~~ in Port Melbourne ~~are comparatively rare. Examples directly comparable to 'Edith' include the slightly grander house at 161 Nott Street, which is a rendered dwelling with a canted projecting bay, sited in a relatively deep garden setback. A more modest example is at 173 Liardet Street, which is timber block-fronted with a projecting bay (Barrett).~~

~~Other houses of individual significance within Port Melbourne tend to adopt a symmetrical composition. Examples include 21 Ross Street (HO240) and 240 Graham Street (HO140). These are both double-fronted bi-chrome brick houses of symmetrical form with hipped ~~slate~~ roofs and so are representative of this type. Apart from remaining relatively intact, what sets these (and other individually significant) houses apart from other examples found throughout HO1 are uncommon details. 21 Ross Street, for example, is distinguished by the particularly elaborate cast iron decoration, while 240 Graham Street is notable for the 'ostentatious' decoration that includes bayed windows on either side of the entry and tiled panels in the eaves frieze.~~

'Edith' is distinguished by the tri-partite arrangement of the windows to the main elevation, ~~where the window is in three parts separated by brickwork, an arrangement ~~detail~~ that is not found in other comparable houses (although some have the more conventional ~~single tripartite~~ window ~~frame with a tripartite frame fitted within a single opening~~).~~ The only other known similar tripartite windows in Port Melbourne are at 'Guernsey House' and 'Ulster house'. 'Edith' also retains a relatively high degree of integrity including all of the original verandah fabric. While the brick walls have been over-painted, this is a readily reversible change.

'Edith' is also one of the few remaining late nineteenth century houses in Port Melbourne within the blocks closest to the bay (i.e., south of Rouse Street). In the twentieth century, most of the houses in this area were demolished and today the only surviving nineteenth century houses included in the HO are 'Longaywell Terrace' (HO264, 20-24 Stokes Street) and the terrace row at 183-187 Rouse Street (Individually significant within HO1 precinct), while just to the north of Rouse Street are 'Thelma' and 'Carmel' (HO308, 106-108 Stokes Street). Outside of the HO there are isolated examples of altered late nineteenth or early twentieth century houses at 195 Rouse Street, and 17 & 47 Nott Street.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Add to the HO as an individual place with external paint controls. External paint controls are recommended to provide a statutory mechanism to encourage the removal of the paint from the face brick by an approved method. The extent of the HO should include the whole of the place as defined by the title boundaries.

Primary heritage study

Helms, David, *Heritage assessment: 26 Stokes Street, Port Melbourne*, 2016

Other heritage studies

[Nil Barrett, Peter Andrew, 'Expert witness statement. With regard to proposed permanent heritage controls \(heritage overlay\) to a house at 26 Stokes Street, Port Melbourne, as part of Planning Scheme Amendment C132 of the Port Phillip Planning Scheme', prepared for City of Port Phillip, 22 March 2017](#)

Other images



Amendment C132 to the Port Phillip Planning Scheme

Extract of proposed changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Amendment C132 to the Port Phillip Planning Scheme

Extract of proposed changes to the City of Port Phillip Neighbourhood Character Map (Incorporated Document)

