McIntosh house
Formerly Unknown

Address 99 Wellington St
ST. KILDA

Category Residential: detached

Amendment C 29

Comment

Significance (Mapped as a Significant heritage property.)

McIntosh house in Wellington St, St Kilda, is significant to the City of Port Phillip because:
- of its distinctive and elaborate incised stucco work which is rare across the metropolitan area (Criterion F1, B2);
- it represents well the Victorian-era Boom-style development in the Italianate manner, with its slate clad roof, bracketed ornamental chimney shafts and cornices, a recessed doorway with ornate four-panel door and top and side lights, cast-iron verandah details set in panels, and an encaustic tile and stone verandah floor- as ornament applied in multiple layers and media (Criterion A4, D2).

Primary Source
Andrew Ward, City of Port Phillip Heritage Review, 1998

Other Studies

Description

This is a Victorian-era ornate, Italianate style double-fronted stuccoed villa, with slate hipped roof, bracketed ornamental chimney shafts and cornices, a recessed doorway with ornate four-panel door and top and side lights, cast-iron verandah details (1888 fan pattern) set in panels, and an encaustic tile and stone verandah floor. Remnants of an iron palisade fence are at the front but the distinctive aspect of the house are the incised patterns in the cement work along the front walls, providing a Germanic character to the design which compares with Vahland designs in Bendigo. The detailing is set in panels and in friezes across the façade.

Condition: good (partially disturbed, well preserved)

Integrity: intact/minimal intrusions

Context: Set among similarly aged housing and with another similar example of incised stucco now under
reconstruction, also near the former tramways engine shed.

**History**

The first rate record of this house was in 1886-7 for a 6 room brick house owned by George McIntosh and occupied by Margaret Robertson. Samuel T Jacobs an agent lived there in the mid 1890s and Mrs Bernice Fink was there later in that decade. Zoe Solomon, another agent, lived there in the Edwardian-era.

From c1909 the house was owned by Annie M McLeod and later Miss MA McLeod but a longer tenure was that of John O'Neill (agent) until 1926-7. During that period the house was converted to flats in c1921-2, being two three-bedroom flats and one two-bedroom. Long term tenants in the 1920s included William Smith, pastry cook, Fred Brostom and Mollie O'Dea. The building returned to being a single dwelling in c1930 under owner-occupier Victor Barwick, a commercial traveller.

**Thematic Context**

Making suburbs

**Recommendations**

recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

**References**

Longmire, A. 1989 `The Show Must Go On': 316-18 checked;
VPRO Municipal Rate Book (RB), VPRS 8816/ P1 North Ward;
Melbourne Tramway & Omnibus Company Limited Tramway Engine House

Identifier: Melbourne Tramway & Omnibus Company Limited Tramway Engine House
Formerly: Sun Electric factory, also St Michaels Gramm

Address: 105 Wellington St
ST. KILDA

Constructed: 1891, c1899, c1926

Amendment: C 29

Category: Public

Designer: unknown

Comment

Significance: (Mapped as a Significant heritage property.)
Melbourne Tramway & Omnibus Company Limited Tramway Engine House is significant to the City of Port Phillip and metropolitan Melbourne because:
- it represents an era of expansion in the tramway system in the City which in turn was a key factor to the development of the recreational capacity along the City's beaches (Criterion A4);
- it is a rare building type associated with a now defunct transport system (Criterion B2);
- its later history provides clear evidence of the change to motored vehicle transport from public fix rail mode (Criterion A4);
- it is part of a rare and valuable group of cable tram engine houses built for the company throughout the inner metropolitan area (Criterion A4);
- of its primary association with the noted Melbourne Tramway & Omnibus Company Limited and a secondary link with the Melbourne & Metropolitan Tramways Board (Criterion H1); and
- the later changes reflect the early stages of what is still a major motoring affiliated commercial business in Australia, BS Stillwell (Criterion H1).

Primary Source
Andrew Ward, City of Port Phillip Heritage Review, 1998

Other Studies

Description
A large Victorian and Edwardian-era brick and stucco factory which is from sequential construction. The façade is set on a basalt rusticated plinth from the 1890s, with central double entry doors, and metal framed show windows to either side from the Stillwell tenure of the 1920s. The façade upper level has bracketed prism shaped windows set under a cemented main cornice and over each of the two side entry doors, presumably as a supervisory window for tramway traffic. A string mould at an intermediate level forms a shallow hood over the ground level openings. The parapet entablature is divided into piers with a raised but
single central section, with inset name panel. The side walls are of English bond red brick.

A lower level parapeted wing is to the east of the main building: this has cavity brick side walls and a band of brickwork as a parapet frieze set between pylon-like piers.

Condition: good (partially disturbed, well preserved)

Integrity: intact/minimal intrusions

Context: Set among similarly aged housing.

History

The rate entry 1890-1 for this property was land with an 80 feet frontage but pencilled in was the new owner, the 'Tramway Co'. By November 1891 the description 'Tramway Engine House', had been entered in the rate book, owned by the Melbourne Tramways & Omnibus Co Ltd. The annual rateable value had risen from £80 to £400. Elsewhere in the City, at the same time, the Melbourne Tramway & Omnibus Company Limited, had stables, offices, land and an omnibus repository near the Australasian Sugar Refining Company works in Rouse St, Port Melbourne. This was the year (1890) when the company had replaced its horse drawn omnibus service with cable trams. The enlarged service affected residential patterns and promoted access to the City's beaches (Priestley: 103-4). For example During the 1880s the Beaconsfield Parade beachfront had become a popular health and pleasure resort for Melbourne and received a further boost in popularity following the opening of the Victoria Avenue tramline in 1890, giving more people ready access to recreational facilities (Daly).

Through the period 1896-9 the annual rate valuation was crossed out in rate books but by 1899-1900 it had increased to a massive £245. The description was always brick engine house but by 1907-8 extra data showed that it had 4 rooms and in the 1909-10 book it was called a power house; the valuation had dropped to £604 by 1905-6 and remained so for many years. By c1916-17 the proprietor had changed to the Melbourne & Metropolitan Tramways Board. As a stark indication of the changing times, the MMTB ownership gave way to that of Bertram S Stillwell in 1925-6 and the engine house had become the Windsor Motors Ltd motor garage. While still in the Stillwell tenure the building was occupied by Thomas B Scott, a grocer, during the inter-war period. The Sun Electric factory was there in the 1950s and now St Michaels Grammar school.

There is also a former cable tram house (1889) at 357-361 City Road South Melbourne, being the only extant physical evidence of the cable tram network that serviced that area. Following the Tramways Act of 1883, the Melbourne Tramways and omnibus Company was formed and cable tramways were laid down in Melbourne and its suburbs (Daley). In South Melbourne two lines were constructed in 1890, both of which entered the municipality by the new Queens Bridge (built in 1889) and this building was erected to house the engines of the Queensbridge Road Service. It was one of twelve engine houses built for the Company across Melbourne. Early in the twentieth century the cable network was progressively replaced by electric trams and motor buses. South Melbourne's first electric tram service was along the route from Melbourne, via Sturt Street, to South Melbourne and St Kilda, which opened in 1925. The Queens Bridge cable tram services were in use until 1937 when they too were replaced by electric. Ward (1998) notes that time the tram line in Brighton Road finished at Brunning Street, near Yurnga Flats (36), and that the building on the other side of Brunning Street was a former tram shed.

Thematic Context

Moving goods and people by rail

Recommendations

recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References

VPRO Municipal Rate Book (RB) VPRS 7244/ P2 Windsor Ward;
C. Daley, 'History of South Melbourne', p. 140, 316, 318;
National Trust of-Australia (Victoria), 'Research into Tramway Engine House, 359 City Road', 21 March 1983.
Significance

What is significant?
The house at 129 Wellington Street, St Kilda, constructed in c.1885, is significant. It is a single-storey bichrome brick Victorian Italianate dwelling, on an asymmetrical plan. It has a slate-clad hipped roof form, with bracketed eaves and three visible chimneys, also in bichrome brick with brick cornices. There is a protruding bay to the west side, with its own roof hip, and an adjoining verandah to the remaining frontage. The entrance is located under the verandah, with the door set in a Victorian arrangement of timber side and top lights. The timber-framed and double-hung sash windows to the principal facade are large and with rounded heads. The verandah has turned timber posts, has lost its decorative iron work, but retains its original unusual curved form. The main component of the dwelling is substantially externally intact.

How is it significant?
The house at 129 Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?
The house at 129 Wellington Street, St Kilda, is of historical significance (Criterion A). It is demonstrative of Victorian residential development in Wellington Street, where there is now a concentration of surviving residences at the eastern end of the street. While it is currently the last house on the north side at this end, it was originally part of a more extensive group which continued further eastwards to Chapel Street. These houses were demolished in the late 1960s, as part of the broader work involving the St Kilda Junction upgrade. The association with Wellington Street is also significant in that the street is evident as an early main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which
was also removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The dwelling, while not large, is a handsome example of an Italianate villa, which befits its ‘main road’ address and provides evidence of the prestigious residential status of Wellington Street in the nineteenth century.

Architecturally, 129 Wellington Street, St Kilda is a well resolved and substantially externally intact example of an 1880s single-storey Victorian brick Italianate villa (Criterion E). It is also prominently sited at the east end of Wellington Street. The bi-chrome brickwork, combined with the highly visible slate-clad hipped roof forms and chimneys enhance its presentation. The verandah form is also of note.

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: 5.3 The late nineteenth century boom

History

Contextual history
Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further west past the nascent St Kilda Junction. It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction. The road historically accommodated a cable tram (later electrified), which opened in October 1891 and ran from Windsor Station to the St Kilda Esplanade terminus, providing passengers with access to the St Kilda seaside. In August 1925, the tram route was electrified, with the tram continuing to run along Wellington Street until the late 1960s. At that time the line was diverted to a new underpass linking St Kilda and Dandenong Roads, as part of the major widening and re-arrangement of St Kilda Junction (Longmire 1989:200). The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street.

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map. However, the introduction of the cable tramway influenced development in the street, attracting some mixed-use and commercial development. By the late nineteenth century, the street comprised houses, several hotels and a number of commercial premises. In the early decades of the twentieth century commercial development continued to be established in the street; flat blocks were also constructed in the interwar period.

House, 129 Wellington Street
By the late 1880s, the north side of Wellington Street in the vicinity of no 129 had generally been developed (SM). In the late nineteenth and early-mid twentieth centuries, 129 Wellington Street formed part of a residential streetscape on the north side of Wellington Street that continued to the east to Chapel Street (MMBW). However, all of the dwellings to the east of no 129 were demolished as part of the late 1960s St Kilda Junction works, including for the construction of the link between St Kilda and Dandenong roads, which the subject property abuts (Longmire 1989:200). It now terminates the east end of the street on its north side.

The north side of Wellington Street was renumbered several times in the late nineteenth century, in 1885 and again in 1891, to accommodate new development at this time. The first listing for a building at 129 Wellington Street (then numbered 101 Wellington Street) appears in the Sands & McDougall Directory in
c.1885. At this time the dwelling was occupied by William McIlwrick. In 1891, when the dwelling was renumbered 129, it was occupied by Dr James Robertson (SM).

References
Kearney Plan (1855), State Library of Victoria
MMBW Detail Plan No. 968, City of Prahran, 1896
Property Service Plan, South East Water
Sands and McDougall Directories (SM), 1887-1910

Description
No 129 Wellington Street, St Kilda, is a c.1885 single-storey bi-chrome brick Victorian Italianate dwelling, on an asymmetrical plan. It has a slate-clad hipped roof form, with bracketed eaves and three visible chimneys, also in bi-chrome brick with brick cornices. The façade displays tuck-pointed bi-chrome brickwork with red face brick elsewhere. There is a protruding bay to the west side, with its own roof hip, and an adjoining verandah to the remaining frontage. The entrance is located under the verandah, with the door set in a Victorian arrangement of timber side and top lights. The timber-framed and double-hung sash windows to the principal facade are large and with rounded heads. Throughout, the bi-chrome brickwork has been used to emphasise openings and building corners. The verandah has turned timber posts, has lost its decorative iron work, but retains its original unusual curved form. The curve of the verandah has been sympathetically integrated into the brick patterning of the east wall of the western bay.

The dwelling has a large rear addition, which is visible from Wellington Street, albeit set well back into the property. The addition appears to have subsumed the original secondary rear wings. The generous setback enables the 1880s building to remain prominent and forward to the street, and to retain its overall Victorian presentation. In this way, the main component of the dwelling is substantially externally intact. The dwelling has a small front garden setback, and side setbacks including driveways to either side of the dwelling. The front fence is not original.

Comparative analysis
Late nineteenth century single-storey brick Italianate dwellings, including those on asymmetrical plans, are found throughout the inner suburbs of Melbourne. However, this particular dwelling is distinguished by its intactness (to the main building component), and its materials and detailing, including bi-chrome brickwork and slate-clad hipped roof forms. In the vicinity of the subject property, there are single-storey bi-chrome brick Victorian dwellings in Wellington Street, which are also graded as ‘significant’ heritage properties. No. 90 Wellington Street is a larger dwelling, with an asymmetrical plan and return verandah with canted bay; while 102 Wellington Street is a smaller dwelling, albeit still comparable to the subject dwelling. Both the latter bi-chrome brick houses are included in HO6, St Kilda East Precinct.

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.

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

The house at 129 Wellington Street, St Kilda, is of historical significance. It is demonstrative of Victorian residential development in Wellington Street, where there is now a concentration of surviving residences at
the eastern end of the street. While it is currently the last house on the north side at this end, it was originally part of a more extensive group which continued further eastwards to Chapel Street. These houses were demolished in the late 1960s, as part of the broader work involving the St Kilda Junction upgrade. The association with Wellington Street is also significant in that the street is evident as an early main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which was also removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The dwelling, while not large, is a handsome example of an Italianate villa, which befits its ‘main road’ address and provides evidence of the prestigious residential status of Wellington Street 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.**

Not applicable.

**Criterion E - Importance in exhibiting particular aesthetic characteristics.**

Architecturally, 129 Wellington Street, St Kilda is a well resolved and substantially externally intact example of an 1880s single-storey Victorian brick Italianate villa. It is also prominently sited at the east end of Wellington Street. The bi-chrome brickwork, combined with the highly visible slate-clad hipped roof forms and chimneys enhance its presentation. The verandah form is also of note.

**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.

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**Recommendations**

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

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**Primary source**

Lovell Chen, *Heritage Review: Wellington Street, St Kilda*, (Revised) March 2017

**Other studies**

-
Other images

-
The former Balaclava Post Office was built c.1924 under the direction of the Works Director of the Commonwealth Department of Works and Railways, J.J. Mackennal, to a standard design. It is situated at no. 114a Westbury Street, Balaclava, and was closed as a post office from 5th. February, 2001. It is aesthetically significant. It is aesthetically significant (Criterion E) in Port Phillip as a standard Commonwealth design for a post office used throughout Australia, examples which are similar in Victoria including Boort (1923), Oakleigh (1923), Glen Iris, Elsternwick and Fairfield (1923). Balaclava contributes in this way to our understanding of the work of the Commonwealth Department of Works and Railways soon after it assumed control of post office design at the national level. It is important also for its domestic scale which interprets the Garden Suburb character of Westbury Street.

**Primary Source**
Andrew Ward, City of Port Phillip Heritage Review, 1998

**Description**
A representative Commonwealth designed former post office to a standard asymmetrical design in Classical Revival mode with stuccoed frieze, plinth and architraves to the porch. The windows to the public space have a tri-partite arrangement with double hung sashes and the words "Balaclava Post Office" have been set in Roman letters on the frieze. The body bricks are reds and the hipped roof has terra cotta tiles. Inside, the strapped fibrous plaster ceiling to the public space is intact but there is a later fitout.

Condition: Sound. Integrity: High, telephone booth bricked up.
History
The former Balaclava Post Office is understood to have been built c.1924 to a standard design of the Commonwealth Department of Works and Railways when Percy Ohm was Director General of Works and J.J. Mackennal was Works Director. The post office was closed from Monday, 5th. February, 2001.

Thematic Context
7. Governing
7.5 Developing administrative structures and authorities.

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
Nil
Residence Identifier unknown
Formerly 29 Westbury St
Address ST. KILDA EAST
Description Two storey residence
Style: Arts and Crafts
Significance An interesting interwar Arts and Crafts style bungalow with tapered chimneys, a slate roof that dips down to the front of the verandah and an unusual composition of balcony and bay window on the street elevation. The exterior of the building is virtually unaltered since construction with the exception of the glazing to the first floor recessed balcony and the painting of roughcast render.
Recommendations
A Ward, Port Phillip Heritage Review, 1998 recommended Conservation
References

Address 29 Westbury St
ST. KILDA EAST
Constructed late 1910s
Category Residential: detached
Designer unknown

Amendment C 29

Comment

Significance (Mapped as a Significant heritage property.)
An interesting interwar Arts and Crafts style bungalow with tapered chimneys, a slate roof that dips down to the front of the verandah and an unusual composition of balcony and bay window on the street elevation. The exterior of the building is virtually unaltered since construction with the exception of the glazing to the first floor recessed balcony and the painting of roughcast render.

Primary Source

Description
Two storey residence
Style: Arts and Crafts

History
see Description

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998 recommended Conservation

References
unknown
**Identifier**  Residence  
**Formerly**  unknown  

**Address**  
48 Westbury St  
ST. KILDA EAST  

**Constructed**  n.a.  

**Amendment**  C 29  

**Comment**  

**Significance**  (Mapped as a Significant heritage property.)  
unknown  

**Primary Source**  

**Other Studies**  

**Description**  
One storey residence  

**Style:**  

**History**  
unknown  

**Thematic Context**  
unknown  

**Recommendations**  
A Ward, Port Phillip Heritage Review, 1998  
recommended inclusions:  
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme  

**References**  

**Category**  Residential:detached  

**Designer**  unknown  

**Heritage Precinct Overlay**  None  

**Heritage Overlay(s)**  HO277
**Identifier**  
House

**Formerly**  
“Frenchay”

**Address**  
89 Westbury St  
ST. KILDA EAST

**Constructed**  
pre 1865

**Category**  
Residential: detached

**Amendment**  
C 29

**Comment**

**Significance**  
(Mapped as a Significant heritage property.)
The substantial villa known for a period as “Frenchay” was commenced prior to 1865 by the merchant, MLA and MLC James McBain (1828-1892) and is of historical importance for this connection. It has since been profoundly altered and is noteworthy for its unusual pedimented treatment (Criterion E) and as a surviving villa of substance presumably attracted to the reserved land now known as Alma Park East and West and its associated churches.

**Primary Source**
Andrew Ward, City of Port Phillip Heritage Review, 1998

**Other Studies**

**Description**
An unusual presumed late Victorian single storeyed substantial villa distinguished by the pedimented ends to its protruding wings, terminating the bull nosed cast iron corner verandah which also has a pedimented treatment at the corner. The roof is hipped with slates and tall chimneys having pedimented caps whilst the front gable end is the most complex having a pediment over the window bay set against a larger pediment over the gable end wall. The tympana have incised decoration and are supported visually on pilasters with fluted volutes. Condition: Sound. Integrity: High, remnants of front fence and gates in situ.

**History**
At the Crown land sales, Fulton, Mackinnon and Sargood in partnership purchased numerous portions of land including no. 149A. This portion consisted of about five acres and was bounded by Alma Road and the “Public Reserve”.

By 1855, the land had been subdivided and Bull Street, now Westbury Street had been formed and partly developed. The Rate Books are unclear prior to 1865, however by that year there was a brick house with ten
rooms on the north west corner of Alma Road and Westbury Street owned and occupied by James McBain (1828-92), a merchant. It had an NAV of 200 pounds. McBain was a partner with Gibbs, Ronald and Co, Geelong, a mercantile and squatting agency. After this business was taken over by the Australian Mortgage Land and Finance Co. he managed and directed several banking and insurance companies. He was both an MLA, MLC for a period.

The property was in the hands of the Trustees of a person named Harris in 1870 and was let to Mary Staughton. Ownership changed regularly over the next two decades. Mrs. Harris owned the house in 1880 and leased it to Professor Herbert Strong and Joseph Thomson, a broker, owned it in 1890. Thomson lived there and continued to do so in 1900 by which time the house was named “Frenchay”. It was extensively altered around this time (after 1896: MMBW litho plan), the treatment of the principal elevations being suggestive of this period.

**Thematic Context**

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

**Recommendations**

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

**References**

St. Kilda Rate Books: 1860-65, 1870-76, 1880, 1890-91, 1899-01, 1910-11. VPRS 2335 and 8816/P1, PROV.
Parish Plan of Prahran, Borough of St. Kilda. SLV 820 bje.
MMBW litho plan no.45, undated and 46, dated 1897.
"Langunyah"

Formerly unknown

Address 122 Westbury St
ST. KILDA EAST

Constructed 1920s

Category Residential:detached

Designer unknown

Amendment C 29

Significance (Mapped as a Contributory heritage property.)

This property is highlighted by a rare example of a pergola gateway. Its roughcast rendered piers are part of an intact front fence which also features wrought iron and wire gates of an unusual design. The pergola has been taken over by a magnificent climbing rose. The house is no more significant than a number of similar intact examples in the street but is important in its setting behind the fence and gate. All are marred slightly for having been painted.

Primary Source

Other Studies

Description
One Storey residence with lych gate
Style: Arts and Crafts

History
see Description

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme
References

unknown
## City of Port Phillip Heritage Review

### Residence

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<th>Identifier</th>
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</table>

**Formerly**

- **Address**: 54-56 Wilgah St, ST. KILDA EAST
- **Constructed**: 1926
- **Category**: Residential: apartment
- **Designer**: unknown
- **Amendment**: C 29
- **Comment**: None

### Significance

A complicated pair of identical two storey flats built side by side in a pleasant garden setting. A variety of strong, simply modelled elements, set in its plain brick walls, have been deployed to form a rich and complex composition. The most significant feature of this property is its elaborate, highly intact clinker brick front fence and central pergola gateway. Heavy ornamental chains are draped between the fence piers and a garage has been integrated at one end. The gateway is surmounted by a splendid tangle of wisteria.

### Primary Source


### Other Studies

### Description

Two storey flats and lych gate
- **Style**: Arts and Crafts
- **Builder**: Homes Pty Ltd
- **Original owner**: Messrs, Dunn and Nicholl

### History

see Description

### Thematic Context

unknown

### Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References

St K C C permit No 6472 shows two two storey residences and garages but not the fences and gate, which may have been added a little later.
Semi-detached houses

Formerly
no. 29 'Henitan', 'Lismoyne', no.31 'Kergunya

Address
29-31 William St
BALACLAVA

Constructed 1898-1899

Amendment C 29

Category Residential:attached

Comment

Significance  (Mapped as a Significant heritage property.)

This building, with the building next door, is of interest as the development in the later 1890's of the family home site by Harriett White, widow of prominent early Melbourne Architect F.M. White, as well as for the design which presumably was by her son Alfred. These houses are more elaborate than number 33 and conservative for their date of construction of 1898/99. F.M. White owned this whole block from at least the early 1870's and his house was situated where the playground is now, facing south. Alfred White took over the firm of F.M. White and Son, Architects, in 1888. He was living in number 31 in 1902/03 (though not in 1898/99) and later moving into and acquired number 33 by (1928/29). Harriett White built both houses to rent, continuing to live in the family home.

Primary Source
David Bick in conjunction with Wilson Sayer Core Pty. Ltd., St. Kilda Conservation Study Area 2 Vol. 1, 1984

Other Studies

Description
(Called: number 29 Henitan in 1898/99 and Lismoyne in 1902/03, number 31 Kergunyam in 1902/03).
(See also number 33 William Street) (Built 1898/99).

History
see Significance

Thematic Context
unknown
Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
BIBLIOGRAPHY
City of St. Kilda building permit records -
  no. 4, J.H. Jarrett, Box Hill builder; Mrs. H. White owner; 15th November, 1898;
  no. 5, J.H. Jarrett, Box Hill builder; Mrs. H. White owner; 15th November, 1898.
City of St. Kilda Rate Books.
J.E.S. Vardy surveyor, 'Plan of the Borough of St. Kilda'. compiled under the direction of the Borough Council, Hamel and Ferguson, Melbourne, 1873, map number 7 South Ward - Appendix.
**Identifier**  
House

**Formerly**  
‘Wissahickeon’ in 1902/03

**Address**  
33 William St  
BALACLAVA

**Constructed**  
1896

**Amendment**  
C 29

**Category**  
Residential: attached

**Designer**  
Alfred White

**Comment**

**Significance**  
(Mapped as a Significant heritage property.)

This house, with the building next door, is of interest as the development in the later 1890’s of the family home site by Harriett White, widow of prominent early Melbourne Architect F.M. White, as well as for the design which presumably was by her son Alfred. F.M. White owned this whole block from at least the early 1870’s and his house was situated where the playground is now facing south. He died in 1888 and Mrs. White built this house in the first half of 1896, followed by numbers 29 - 31 in 1898/99. Alfred White took over the firm of F.M. White and Son, Architects, later moving into and acquiring number 33 by 1928/29. Harriett White built the houses to rent, continuing to live in the family home.

**Primary Source**

David Bick in conjunction with Wilson Sayer Core Pty. Ltd., St. Kilda Conservation Study Area 2 Vol. 1, 1984

**Other Studies**

**Description**

see Significance

**History**

see Significance

**Thematic Context**

unknown

**Recommendations**
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References

BIBLIOGRAPHY
City of St. Kilda Rate Books.
James Smith (ed.), 'The Cyclopedia of Victoria', The Cyclopedia Company, Melbourne 1903, map
number 7, South Ward - Appendix
"Grosvenor Mansions"
Former Terrace

74-88 William St
BALACLAVA

H.R. Lawson

Residential: apartment

constructed c1880, 1919?

Amendment C29

Significance (Mapped as a Significant heritage property.)

Grosvenor Mansions is a row of converted two storey terraces whose heavy features dominate the William Street precinct. The eight Victorian terraces were converted into sixteen flats by the prominent local architect H.R. Lawson in about 1919. The non-original olive green colour scheme does not exactly beautify them, but nevertheless adds to their powerful character and contributes an arresting patina of age suggestive of an interesting history.

Primary Source

Other Studies

Description
Two storey flats, former terrace
Style: Arts and Crafts

History
see Significance

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme
References

NOTES
St K C C permit No 3900 issued June 1919 for Chusan Terrace, William St. This permit was probably for conversion to Grosvenor Mansions but may have been for a conversion not proceeded with for the row of terraces at 58-72 William St.
Vacant Building

Formerly B.A.L.M. Paints

Address 339 Williamstown Rd

PORT MELBOURNE

Description

A single storeyed factory with administrative section at the front in the European Modernist manner having a plain stuccoed and brick façade with fluted Art Deco parapet treatment and projecting hood to the windows emphasising the horizontality of the composition. There is a tower towards the west end with a flag pole mounted on a tiered base in the Streamlined Moderne mode and porthole motif constituting the key stylistic elements. The brickwork between the windows is extended vertically through the cement window hood in ornamental terminations. The manufacturing buildings are located to the immediate north.

Condition: Sound.

Integrity: High.

Significance

The former premises of B.A.L.M Paints and United Paints were built at the corner of Salmon Street and Williamstown Road in 1937. They are historically important (Criterion A) in that they demonstrate the importance of the locality as part of Melbourne’s inner industrial hub during the inter-war period, also recalling the presence of other paint manufacturers at Port Melbourne including Glazebrooks, also in Williamstown Road. They are aesthetically important (Criterion E) as administrative headquarters in the European Modernist manner, comparing with Holeproof (Box Hill) and Pilkington-ACI (Braybrook).

Primary Source

Andrew Ward, City of Port Phillip Heritage Review, 1998

Other Studies

Description

A single storeyed factory with administrative section at the front in the European Modernist manner having a plain stuccoed and brick façade with fluted Art Deco parapet treatment and projecting hood to the windows emphasising the horizontality of the composition. There is a tower towards the west end with a flag pole mounted on a tiered base in the Streamlined Moderne mode and porthole motif constituting the key stylistic elements. The brickwork between the windows is extended vertically through the cement window hood in ornamental terminations. The manufacturing buildings are located to the immediate north.

Condition: Sound.

Integrity: High.

History

In 1937 the British Australian Lead Manufacturers Pty. Ltd. (B.A.L.M.) and the associated Australasian United Paint Company Ltd. (United) erected new premises at this site (S & M dir). The Commonwealth Litharge and Red Lead Pty. Ltd., red lead manufacturers were also situated at this site. Here paints and varnishes, "Dulux"
finishes, "Duco" lacquers and specialised paint products were manufactured and/or distributed. In 1956-57 plans were prepared to relocate to McNaughton's Road, Clayton and they were opened late in 1957. B.A.L.M. commended to relocate from this time, retaining a presence at Salmon Street as late as 1962 (S & M dir). In 1973 (S & M dir) the buildings were occupied by the division of mineral chemistry of the C.S.I.R.O, which remained there until recently, the buildings now being vacant.

**Thematic Context**


**Recommendations**

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

**References**

Sands and McDougall directories. Ramsays Catalogue 1940.
Fire Station Complex, Port Melbourne

Identifier: Fire Station Complex, Port Melbourne
Formerly: unknown

Address: 425 Williamstown Rd
PORT MELBOURNE

Constructed: 1939

Category: Public
Designer: Harry Winbush

Amendment: C 29

Comment

Significance: (Mapped as a Significant heritage property.)
The fire station at 425 Williamstown Road, Port Melbourne, was designed by the architect, Harry Winbush, for the Metropolitan Fire Brigade and opened in 1939. It has architectural interest for the manner in which it interprets European Modernism in a manner comparable with other contemporary fire stations such as Brunswick (Seabrook and Fildes, 1937), Brighton (Seabrook and Fildes, demolished), Prahran and Hartwell.

The residence is important for its architectural relationship with the station and for its domestic architectural forms that relate it visually with the public housing nearby in Williamstown Road. The fire station and the residence facing Williamstown Road are significant elements. The rear single storey section of the fire station commencing at the north chimney, 20.5 metres from the Williamstown Road property boundary and running parallel to the Williamstown Road boundary, are non-contributory. The recent rear structures (detached from the significant buildings) are also non-contributory.

Primary Source
Andrew Ward, City of Port Phillip Heritage Review, 1998

Other Studies

Description
An imposing post war fire station complex consisting of fire station and quarters and using domestic architectural forms including tiled gable roofs with gablets and low front fences but having a stepped parapeted front to the fire truck entry in the European modernist manner. Light glazed manganese bricks with curved corners and slightly projecting lintels define the vehicular entries which are surmounted by a heraldic shield in cast cement and a decorative brick coping to the foremost parapet. The upper level of the station is set back and has symmetrical expressed rainwater heads and downpipes either side of the words “Metropolitan Fire Brigade” in attached metal letters surmounting the windows.
Condition: Sound.

Integrity: High.

History
This station was opened on 31.8.1939 and built by Norman A. Taylor to a design prepared by the architect, Harry Winbush (1903-90), past president of the Royal Australian Institute of Architects (Victorian Chapter) and head of the School or Architecture (RMIT) for 24 years.

Thematic Context
4. Building settlements, towns and cities. 42. Supplying urban services.

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

References
Foundation stone on building.
Identifier: General Motors Holden's Limited: Management and Technical E
Formerly: Disco Manufacturing Corporation Pty. Ltd.

Address: 477 Williamstown Rd
PORT MELBOURNE

Constructed: 1940's

Category: Industrial
Designer: unknown

Amendment: C 29
Comment:

Significance: (Mapped as a Significant heritage property.)
The former premises of the Disco Manufacturing Corporation Pty. Ltd. were built after 1940 at the corner of Williamstown Road and Bridge Street, Port Melbourne. They are historically important (Criterion A) for their capacity to demonstrate an aspect of the expansion of General Motors Holden as the sole manufacturer of a completely built Australian car. They have aesthetic value (Criterion E) as a well resolved example of an industrial building designed in the European modernist manner.

Primary Source:
Andrew Ward, City of Port Phillip Heritage Review, 1998

Other Studies

Description:
A substantial two storeyed brick and cement administration building in the European Modernist manner with single storeyed rear production section with south facing sawtooth roof and asbestos cement linings and front gardens with contemporary brick walls and gates. Horizontal emphasis is given by the fenestration which is in bands defined by thin stuccoed lintels and sills, cream brick panels and steel framed windows. The main entry has a slightly raised parapet and curved canopy in cement and is approached by terrazzo steps. Inside, the main staircase has a wrought iron balustrade. Condition: Sound. Integrity: High.

History:
The Sands and McDougall Directory for 1940 implies that this site was vacant in that year. In 1951 this building was occupied by the Disco Manufacturing Corporation Pty. Ltd., manufacturers of automotive parts (S & M dir). With General Motors Holden's acceptance of the Federal Government's 1944 invitation to manufacture a complete car in Australia, however, leading to the release of the first Holden car in 1948, GM-H took over the premises and by 1973 (S & M dir) had its disco manufacturing plant there.
Thematic Context
3. Developing local, regional and national economies. 3.12 Developing an Australian manufacturing capacity.

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

References
The former Wimbledon Mansions at 2 Wimbledon Avenue is of local historic and aesthetic significance. Erected in 1869 for merchant Charles Berghoff, it is a representative and particularly early surviving example of the grand mansion houses which proliferated in Elwood during the nineteenth century. Although converted to flats in the early 1920s, the Victorian form and Italianate detailing remain strongly evident, including vermiculated quoining and ornate cast iron return verandah. The flat conversion itself – demonstrated by a discreet addition to the western side – is itself of some significance, providing evidence of what was a typical pattern in Elwood (and, indeed, throughout Melbourne’s affluent suburbs) during the inter-War period, when the grand nineteenth century mansions finally lost their viability as single family residences.

**Description**

The house at 2 Wimbledon Avenue, formerly fronting Brighton Road, is a large double-storey Victorian mansion of rendered masonry construction with a hipped roof, penetrated by tall chimneys with moulded caps. External corners are articulated by vermiculated quoining. The most conspicuous element, however, is the double-storey return verandah along the east and south frontages, which has fluted cast iron columns and ornate wrought iron lacework frieze and brackets. An external staircase has been added to the east side of the verandah, to allow access to the upstairs flats. Along the west side of the mansion, fronting Wimbledon Avenue, is a double-storey rendered brick addition, dating from the early 1920s. It has a gabled roof of Marseilles pattern terracotta tiles, boarded infill to the gable end, and multi-paned casement sash windows.
History

The block of flats now designated as 2 Wimbledon Avenue was originally a large single dwelling with frontage to Brighton Road, variously addressed at 73, 75 or 77 Brighton Road. Rate books indicate that this site was undeveloped in January 1869, comprising one acre of vacant land owned by tobacconist George Touzell. The rate book for the following year (dated 7 March 1870) lists a new twelve-roomed brick house, with a Net Annual Value of £180, owned and occupied by Charles Berghoff, a merchant. Subsequent editions of the Sands & McDougall Directory indicate that Carl [sic] Berghoff remained in the house until around 1877; it was then briefly occupied by one E P S Sturt. The next owner was Mrs Elizabeth McKinnon, a widow, who resided there herself until c.1884, when she rented it out. Her tenants included Sir Peter Scratchley (c.1885), John A Wallace (c.1887-91), Joshua Cushing (c.1893-94), Albert Parker (c.1895) and John C Teare (c.1896-1900). Mrs McKinnon then returned, remaining in residence until her death in 1903. It was then occupied by a Miss M McKinnon, presumably her daughter, for several years thence. Later occupants of the house included Captain W H Panter (c.1909-10) and John R Bonnett (c.1913-20). The next owner was Andrew McPhail, who subdivided much of the estate c.1922 to create Wimbledon Avenue and some new allotments along Brighton Road. The mansion itself was retained on a large allotment fronting the new avenue; it was converted into flats, which involved the construction of a new double-storey addition along the east side, and subsequently became known as Wimbledon Mansions. Today, the mansion still exists as four separate flats.

Thematic Context

Comparative Analysis: There are a small number of surviving examples of the large nineteenth century mansions that once proliferated in the Elwood area. Wimbledon Mansions can be compared with Rothermere at 14 Hennessy Street (1890), Himalaya at 10 Tennyson Street (1880s), Tiuna at 8 Tiuna Grove (1884), and Ravelston at 17a Tennyson Street (1870). Erected during 1869, Wimbledon Mansions stands out amongst them as the oldest survivor. All of these examples, like Wimbledon Mansions, were converted into flats during the 1920s and now exist in various degrees of intactness. With its cast iron verandah and discreet 1920s addition, Wimbledon Mansions is one of the more intact examples, in contrast to Himalaya, which has been rendered virtually unrecognisable by inter-war renovations that bely its nineteenth century origins.

Recommendations

Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References

Flats

Identifier Flats
Formerly unknown

Address 5 Wimbledon Ave
ELWOOD

Constructed mid 1930s

Category Residential: apartment

Designer unknown

Amendment C 29

Comment

Significance
A very intact block of four flats which forms an important part of a group of contemporary flat developments in this part of Wimbledon Avenue. The arrangement of a wide variety of window types, across the facades of the building, the cantilevered first floor room to the south eastern corner of the building and the stair tower with its octagonal window and feature brickwork create a distinctive architectural composition and set this building apart from others in the street. The building is in fine intact condition and the low front fence is original and appropriate in this important streetscape.

Primary Source

Other Studies

Description
Two storey walk-up flats
Style: Mediterranean

History
see Significance

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998 recommended Conservation
References

unknown
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<td>1928</td>
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**Comment**

**Significance** (Mapped as a Significant heritage property.)

This block of four flats is significant for its intact condition and for its relationship with the near identical flat block at number 17. Set at right angles to each other at a turn in Wimbledon Avenue the two buildings are a focal point in the important Wimbledon Avenue streetscape. The diagonal drive between the buildings leading to a motor court at the rear and framed by an open pergola structure contributes to the elegant site planning solution, and the landscape, hedges and low fences of both properties add to their significance. The flats themselves are representative examples of the common 1920s flat type consisting of two flats above, two below with the upper flats reached by symmetrically arranged exposed side stairs. In this case the design is distinguished by the arrangement of the buildings with the long facade facing the street giving a bold visual impact that is enhanced by the strong simple forms of the building. The original roughcast and feature clinker brickwork remain in their original state and are fundamental to the character of the building.

**Primary Source**


**Other Studies**

**Description**

Two storey walk-up flats

**Style:** Mediterranean

**History**

see Significance

**Thematic Context**

unknown
Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
unknown
City of Port Phillip Heritage Review

Identifier  Flats
Formerly  unknown

Address  17 Wimbledon Ave
ELWOOD

Constructed  late 1920s

Category  Residential:apartment

Amendment  C 29

Comment

Significance  (Mapped as a Significant heritage property.)
This block of four flats is significant for its intact condition and for its relationship with the near identical flat block at number 1, though the overpainting of the original render and brick finishes detract from its significance.

Primary Source

Other Studies

Description
Two storey walk-up flats
Style: Mediterranean

History
see Description

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
unknown
"Wimmera", a three storey complex of six flats was constructed in 1917 for Mr McInnes to designs prepared by Howard R. Lawson. The building adopts Lawson's characteristic and distinctive facade composition with a tall piersed balcony projecting from a taller and more solid masonry facade. In this case the overall building is remarkably intact with the verticality of the composition emphasised by the contrast between the exposed brick piers and the rendered facade panels. The balconies have not been glazed, showing to great effect the solid and void between the balconies and the main wing. The deep shadowing of the upper portion of the building, with its projecting eaves and the diminution of the brick piers as they are substituted by timber columns, are important features. This is perhaps one of Lawson's earliest attempts at building in this form, indicated by the poor resolution of privacy between the two parties who occupy each balcony. The round
corner bay window stacked three storeys high in the north-west corner of the building is an interesting additional appendage. The front fence is contemporary with the main building.

**History**

see Significance

**Thematic Context**

unknown

**Recommendations**

A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
National Estate Register
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

**References**

NOTES
St K C C permit No. 3413. Application also contains drawings for 'The Grange', very similar flats in Wimmera Place for R.R.(or B.B.) George, submitted at the same time.
43 Withers St, SOUTH MELBOURNE

**Description**
Original Use: Residence  
Date of Construction: c.1890

The exact date of construction of this house has not been established. It is a late Victorian, two storeyed rendered house, with a cast iron-decorated front verandah. The entrance is to the side façade and above this is an Italianate tower with a pyramidal roof. It is one of the few houses in South Melbourne to have been given a tower, in this case it being particularly logical due to the proximity of the house to the sea. While the side wall has some fine render decoration, the house is otherwise quite typical of its period.

**History**
see Description

**Thematic Context**
unknown
Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
National Estate Register
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
unknown
House

Formerly unknown

Address 33 Wordsworth Street
ST. KILDA

Constructed 1873

Category Residential: detached

Designer unknown

Significance (Mapped as a Significant heritage property.)

The cottage at no.33 Wordsworth Street, St. Kilda was built by the carpenter, Alan Norton in 1873. It is historically important. This importance (Criterion A) is derived from its early date, the house remaining as the oldest building in its immediate locality and as a consequence being visually very different from its neighbours.

Primary Source
Andrew Ward, City of Port Phillip Heritage Review, 1998

Other Studies

Description
An unusual double gable roofed timber cottage with timber posted verandah returning along the west side wall to the front door. There is cast iron lace ornamentation and shingled weatherboards, the façade gable ends being parapeted and also having bracketed barges, their depth being exceptional and suggestive of unsympathetic reconstruction.
Condition: Unsound.
Integrity: Medium, front section rebuilt c.1915.

History
Among Richard Schlesinger's holdings in 1872, was lot 78 which was rated to Barkly Street and comprised 3 acres, 3 roods and 11 perches. This land was subdivided and Wordsworth Street was formed in 1873. By the end of that year, a large number of lots had been sold including lot no.58 on the south side of the street where carpenter Albert Norton had built a timber house for his residence. It had six rooms and an NAV of 15 pounds. The block of land had a frontage of 30 feet. Norton's only neighbour at the time was Henry Parrott, also a carpenter, who had built his home on lot 17 on the north side of the road.

By 1883, Norton had bought adjoining lots 56 and 57 which remained in his possession for many years as
vacant land. Norton continued in residence in 1890 however he had sold the property by 1900. At that time the house had the street number 31 and was owned by Lucy Ellen Neck. Neck also owned the adjoining vacant lots. William Henry Neck, a draper, was the occupant. By 1910, a "gentleman" named E. Johnson was owner/occupant. By then the NAV of the property had risen to 20 pounds but the rate book description of the house remained unchanged.

Thematic Context


Recommendations

A Ward, Port Phillip Heritage Review, 1998

recommended inclusions:

Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References


J.E.S.Vardy, Borough of St. Kilda litho plan, 1873, West/10.
The former 'Albion Hotel' is of significance as a hotel of the 1880s that displays a departure of styling that was to become popular in the following decade. The window joinery is integral to the significance.

Primary Source

Other Studies

Description
Original Use: Albion Hotel
Date of Construction: 1888 (1)
Architect: Powell and Witaker(2)

Prior to 1869, the three-storey brick hotel previously on this site was described as having eleven bedrooms, a kitchen, bathrooms, a lounge and a dining room(3). In that year the hotel was rebuilt and Henry M Prendergast was granted a licence to operate his establishment, described as having eight rooms and a cellar(4). M. Henessy, the noted Melbourne architect called tenders for additions to the hotel in 1875(5), while in 1888 a new three-storey building was erected on the site to the design of the architectural practice of Powell and Witaker(6).

While altered at parapet level, the hotel retains most of its 1880s detailing. The corner is emphasised with a shallow polygonal unit that cobels over the ground floor and rises up the remaining two floors, while the most prominent feature to both street facades are the render pediment units above each window. The design displays a departure from the cast iron and very heavily modelled render facades common in the late 1880s, and although modelled in render (rather than exposed red brick), it relates more to the English Vernacular Free Style popular the following decade. The doors have been replaced, however the double hung sash
windows are intact and so too the joinery to the ground floor windows onto Northumberland Street, with fine Tuscan colonettes framing them.

**History**

see Description

**Thematic Context**

unknown

**Recommendations**

A Ward, Port Phillip Heritage Review, 1998 recommended inclusions:

Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

**References**

1. Architects Index, University of Melbourne
2. ibid.
4. ibid.
5. Architect's' Index.
6. ibid.
Shop and Residence

Formerly unknown

Address 229 York St
SOUTH MELBOURNE

Constructed c.1890s

Amendment C 29

Category Commercial: residential

Designer unknown

Significance
(Mapped as a Significant heritage property.)

229 York Street is of significance as an almost completely intact shop and residence of the late nineteenth century. The intact joinery is integral to the significance of the whole.

Primary Source

Other Studies

Description

Original Use: Shop and Residence

The styling of this shop bears a similarity to that of the former ‘Marine Hotel’ at 235 York Street (q.v.). The first floor facing onto York Street is in exposed brickwork with brick pilasters to each edge of the façade and render banding across the parapet. The combination of brick and render is typical of the late Victorian period, however the vibrancy of the façade had been negated when it was painted. At ground floor level the shop window remains intact, while onto the side street (Coventry Place) there is a fine four panelled entrance door with a semicircular fanlight.

History
see Description

Thematic Context
unknown
Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
unknown
Former Marine Hotel

**Identifier**
Former Marine Hotel

**Formerly**
Halfway House Hotel, Lincolnshire Arms,

**Address**
235 York St
SOUTH MELBOURNE

** Constructed**
1892

**Amendment**
C 29

**Comment**
(Mapped as a Significant heritage property.)

**Significance**
The former Marine Hotel is of significance as one of the smaller nineteenth century hotels to remain intact in South Melbourne and for the departure of its architecture from the Victorian model.

**Primary Source**

**Other Studies**

**Description**
Original Use: Hotel
Date of Construction: 1892(1)
Architect: Sydney Smith and Ogg(2)

Joseph Glaysher established his 'Halfway House Hotel' on this site in 1858(3) which, in 1866, became known as the 'Lincolnshire Arms'(4). Described as a building with eleven rooms, the hotel also boasted an assembly room with walls eighteen inches thick(5)

After a period being named the 'Hotel de Commerce', and then the 'Commercial Hotel'(60), the building finally became the 'Marine Hotel' in 1870.(7) In 1875 architect M. Hennessy called tenders for carpentry work to be done on the 'Marine Hotel' although that building had been demolished by 1892 . In that year architects Sydney Smith and Ogg advertised tenders for the building of a new 'Marine Hotel '(8). The hotel has since been de-licenced.

The building remains substantially intact from the 1890s and is a fine example of the departure from Victorian render and cast iron architecture that was in place at that time. It is a small hotel and was built in exposed
red brick with render bandings and mouldings set in contrast to the brickwork. The overall form does however, adhere to the piano nobile form common in the Victorian period, with arched ground floor windows and a more embellished first floor. The windows at first floor level have moulded render pediments above and valences below, and the wall at this level is framed by render pilasters corbelled out from the ground floor.

History
see Description

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
1. Architects Index, University of Melbourne
2. ibid.
4. ibid.
5. A. Rowan, 'South Melbourne Hotels, 1983'. held in South Melbourne Local History Collection
7. ibid.
8. Architects Index, University of Melbourne
9. ibid.
10. ibid.
Significance  (Mapped as a Significant heritage property.)
Loudon was built in 1920 to the designs of a currently unidentified architect. Its powerful, pervasively rectilinear design sets it apart from most of the architecture of its time. Its original finishes are almost completely intact, excepting perhaps its painted window frames, and its only major loss is its original balcony balustrades.

Primary Source

Other Studies

Description
Two storey walk-up flats
Style: Arts and Crafts
Builder: G Cummings
Original owner: J Campbell

History
see Description

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References

NOTES
St K C C permit No 4046 issued 18/12/19
Identifier   "Has-Mel"
Formerly    unknown

Address  47 York St
         ST. KILDA
Constructed 1900s-1929
Amendment  C 29
Category    Residential:detached
Designer    unknown

Significance (Mapped as a Significant heritage property.)
The elegant simplicity of Has-Mel's exterior design dates from the 1929 conversion of an older Edwardian villa. It features a beautiful, sweeping, shallow pitched hipped roof (recently reclad), broken by a single chimney and supported by simple columns on plain rendered piers. The angled box bay window of the original house can be seen within the deep recesses of the verandah, providing an interesting historic underlay.

Primary Source

Other Studies

Description
One storey residence
Style: Arts and Crafts
Builder: T.(S?) E. Matthews (1929)
Original owner: Mrs Peddle

History
see Description

Thematic Context
unknown

Recommendations
A Ward, Port Phillip Heritage Review, 1998
recommended inclusions:
NOTES
St K C C permit No 7548 issued 1/8/29.
House Identifier
Formerly Warby Cottage

Address 34 Young St
EAST ST KILDA

Constructed 1870

Category Residential:detached

Designer unknown

Amendment C 46

Comment

Significance (Mapped as a Significant heritage property.)

What is Significant?
Warby Cottage, at 34 Young Street, St Kilda, is a modest single-storey weatherboard cottage, with symmetrical façade incorporating a timber-framed verandah, built right to the property line. It was erected in 1870 for (and possibly by) Samuel Warby, local bricklayer and builder.

How is it Significant?
Warby Cottage is of historic significance to the City of Port Phillip.

Why is it Significant?
Historically, the house is a representative and relatively intact surviving example of the modest timber housing which proliferated in parts of Port Phillip (South Melbourne, St Kilda and Port Melbourne) in the mid-nineteenth century. It demonstrates a distinctive form – a basic timber cottage with a verandah built right to the property boundary – that was once common in these areas, but of which only a few isolated examples now survive, mostly in South Melbourne and Port Melbourne. Erected in 1870, it is also one of the oldest surviving houses in East St Kilda. It is also of some interest as the home, for twenty years, of Samuel Warby, prolific local bricklayer and building contractor, whose biography is recorded in Victoria and its Metropolis.

Primary Source

Other Studies
Heritage Alliance, East St Kilda Heritage Study, 2004

Description
The house at 34 Young Street is a single-storey double-fronted weatherboard cottage, with a simple gabled roof clad in corrugated galvanized steel. The symmetrical façade has a verandah, built right to the property line, with a hipped roof supported on stop-chamfered timber posts with pierced timber frieze and slat
balustrade. The central doorway is flanked by timber-framed double-hung sash windows with moulded external architraves.

History
Young Street first appears in the rate book for 1870 (dated 7 March 1870), which included entries for 3 three-roomed timber cottages, a two-roomed brick house, a hut, and several tracts of vacant land. The house subsequently designated as No 34 was one of these timber cottages, being located on the east side of the street between the hut (occupied by John Grant, gatekeeper) and the small brick house (occupied by one Elizabeth Shanley). The house between, with a net annual value of £8, had no occupant listed, with a Mr Taylor, agent, identified as the owner.

The following year, the house at No 34 had become occupied by Samuel Warby, a bricklayer, who would remain living there for two decades. Rate books infer that he made additions during the 1870s, with the house increasing to four rooms by 1873, and five rooms by 1875. Warby (sometimes described in the rate books as a carpenter) is last listed as the occupant of the house in the Sands & McDougall Directory for 1892; for the last two years, the entry was for Samuel Warby & Sons, builders. Rate books indicate that he retained ownership of the house until at least the turn of the century; his tenants included John W Nelson (1893-94), William Hawkes (1896) and Frederick Frankland (1898-1901).

According to his biographical entry in Victoria and Its Metropolis, Samuel Charles Warby was born on 5 August 1829 in Middlesex, where he trained as a bricklayer. He arrived in Melbourne in 1856 and worked as a journeyman for ten years before started his own business as a builder and contractor. It was reported in 1888 that 'he has since erected buildings of all sizes and kinds in Prahran, Brighton, Armadale, St Kilda and in most of the other suburbs, and is still carrying on large works'. Warby was married to the former Sarah Burton (c.1837-1880) and they had five children: Ellen Everett (born 1858), Samuel George (1861), William Charles (1863), Alice Miliard (1870) and Gideon (1876). After Sarah's death, Warby married Frances "Fanny" Dinworth (c.1842-1906) in 1882, and they had another child, Helen Myrtle, the following year. Samuel survived both of his wives, dying in Prahran in 1921 at the age of 92.

Thematic Context
Comparative Analysis
There are a small number of early timber houses in Port Phillip which share the distinctive form of this house – that is, simple double-fronted weatherboard villas with verandahs built right to the front property boundary. The house at 33 Wordsworth Avenue, St Kilda (1873) has a similar form, albeit with an unusual double transverse gabled roof rather than a single longitudinal gable. Among those examples with single gabled roofs, the most pertinent analysis can be drawn with that at 353 Princes Street, Port Melbourne (1866). Another example, at 88 Napier Street, South Melbourne (1861), has been altered by the replacement of its original timber-framed verandah posts with cast iron columns and wrought iron lacework frieze. There are also some comparable examples in Young Street, but these are either much later in date (eg No 42) or have been much altered (eg those on the west side of the street).

Recommendations
Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

References
Sands & McDougall Directory: 1890 onwards
St Kilda Rate Books: 1869-1900. PROV.
Victoria and its Metropolis, Vol 2b, p 659.