

APPENDIX B Heritage Citations

Heritage Precinct Name**Government Survey Heritage Precinct****Address**

Aitken Street, Ann Street, Cecil Street, Charles Street, Cole Street, Council Lane, Cropper Place, Electra Street, Esplanade, Ferguson Street, Giffard Street, Hamner Street, Illawarra Street, Jackson Street, Kanowna Street, Lyons Street, Melbourne Road, Morris Street, Nancy Court, Nelson Place, Osborne Street, Panama Street, Parker Street, Parramatta Street, Pasco Street, Perry Street, Railway Crescent, Railway Place, Railway Terrace, Rosseau Street, Smith Street, Thompson Street, Twyford Street, Verdon Street, Vulcan Grove and associated minor streets and lanes, Williamstown

Heritage Overlay No.**HO8****Related Precinct(s)**

Cecil Street Heritage Precinct
 Electra Street Heritage Precinct
 Esplanade Residential Heritage Precinct
 Hamner Street Heritage Precinct
 Ferguson Street Civic & Commercial Heritage Precinct (south side only)
 Hobsons Bay Railway Heritage Precinct
 Nelson Place Heritage Precinct
 Pasco Street Heritage Precinct
 Railway Crescent Heritage Precinct (part only)
 Verdon Street Heritage Precinct

Significance

Local

Style & Type

Heritage precinct

Significant Dates

1837-1940

Designer

Not applicable

Builder

Not applicable

**Statement of Significance****What is Significant?**

The Government Survey Heritage Precinct, which comprises all land included within HO8 and is generally bounded by Ferguson Street, Nelson Place, Kanowna Street, Morris Street, Esplanade, Giffard Street and Railway Place, Williamstown.

How is it Significant?

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

Why is it Significant?

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

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

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

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

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

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

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

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

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

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

History

Thematic history

Early Settlement

Barnard (1999) notes that:

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

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

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

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

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

Specific history

Introduction - Port Development and Decline

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Residential development

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

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

streetscapes.

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

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

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

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

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

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

Commercial development

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

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

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

Barnard (1999) found that:

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

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

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

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

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

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

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

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

Industrial development

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

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

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

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

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

Civic and public development

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

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

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

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

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

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

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

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

Recreation

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

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

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

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

Defence

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

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

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

Description

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

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

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

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

The 'unplanned' elements include:

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

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

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

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

Integrity

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

Context

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

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

- Point Gellibrand.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs.

Associations

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

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management Objectives & Conservation Actions

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

It would also be desirable to:

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

References

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

HO8 - Government Survey Heritage Precinct



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

Map prepared by GIS Service
18 July, 2006
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Heritage Place Name

Oriental Hotel (Former)

Address

55 Nelson Place, Williamstown

Heritage Overlay No.

HO211

Heritage Precinct(s)

Nelson Place Heritage Precinct
Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Hotel

Significant Dates

c.1871, 1888-89

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The former Oriental or Builders Arms Hotel, constructed c.1871, at 55 Nelson Place, Williamstown.

How is it Significant?

The former Oriental or Builders Arms Hotel at Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the hotel is significant as one of a number along Nelson Place in proximity to the waterfront, which demonstrates their important role in the early development of the town and the importance of Nelson Place as the commercial heart of Williamstown during the mid to late nineteenth century. It also illustrates how hotels were upgraded following changes to licensing laws during the late nineteenth century, which required hotels to have a certain number of rooms of minimum dimensions to be licensed. (AHC criteria A4 and D2)

Aesthetically, although altered, it is significant as a rare example of a three-storey corner hotel that relates to other similarly sited nineteenth century hotels in the Nelson Place and Government Survey Heritage Precincts. (AHC criteria B2 and E1)

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that “probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown”.

Specific history

There has been a hotel on this site since 1856 when the original ‘Barkly Arms’ was erected – Evans (1969) notes that it was “accused of being a disorderly house in 1860”¹. This hotel was destroyed by fire c.1870 and the present much larger building was erected shortly afterwards. The rate book description by 1870-71 was a 16 room brick hotel with a Net Annual Value of £110. The description remained the same until 1888-89 when the number of rooms increased by 6 and the NAV had increased to £198.²

The upgrading of the hotel in the 1880s followed the introduction of new licensing laws in 1877 that required hotels to have a certain number of rooms of minimum dimensions to be licenced.³ It was renamed the ‘Oriental’ in 1881.

Unusually, the hotel remained in family ownership well into the twentieth century at a time when many larger hotels were being acquired by major breweries such as the Carlton and West End company. The Murphy family were long term owners during this period.⁴

¹ Evans, *Port of Many Prows* p.71

² Williamstown Rate Books 1870-71 (24), 1888-89 (20)

³ *Williamstown History Kit* 10b Hotels and Breweries

⁴ Williamstown Rate Books

Description

The former Oriental Hotel is a three storey stuccoed brick building on a corner site, which is constructed to both street frontages. The present verandah is not original: A c.1870 photo shows the building without a verandah.

External Integrity and condition

Integrity – Low. Condition – Poor.

Context

The former Oriental Hotel occupies a prominent corner site in Nelson Place – although now relatively isolated, it is one of a number of early hotels on key sites along Nelson Place including the Prince Alfred, The Royal, the Pier, the Bayview and the Yacht Club.

Comparative Analysis

The former Oriental is one a number of substantial brick hotels that were constructed in Williamstown during the late nineteenth century, and is one of only three, three-storey examples along with the Royal and the Newport. It directly compares with the more intact examples cited in this Study including the *Newport* at 1 Mason Street (1888), *Morning Star* at 3 Electra Street (1890), *Bristol* at 190 Ferguson Street (1890), *Royal* at 85 Nelson Place (1890), and the *Yacht Club* at 207 Nelson Place (1892). Other corner hotels within the Government Survey area include the *Telegraph* (1862) at 17 Ann Street, and the *Stags Head* (1887) at 39 Cecil Street.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

Mrs BM Murphy

Recommendations

Statutory protection

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

Management objectives

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

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Evans, WP (1969) *Port of Many Prows*
- Williamstown Rate Books 1870-71 (24), 1885-86 (24), 1888-89 (20), 1890-91 (23), 1895-96 (22)
- Williamstown City Library (1987) *Williamstown History Kit*
- MMBW c.1905 Detail Plan No. 47

CONTRACTOR:

DAVID WILLIAMSON

GENERAL CONTRACTOR, BIRMINGHAM

A complete, fully and well equipped general contracting company with a complete construction department. Over 40 years experience in all types of general contracting. All work done in accordance with the highest standards of quality and service.

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WORKS:

- 1. 1000 sq. ft. 100,000 sq. ft. concrete structure. From 100 sq. ft. to 100,000 sq. ft. concrete structure.
- 2. 1000 sq. ft. 100,000 sq. ft. concrete structure.
- 3. 1000 sq. ft. 100,000 sq. ft. concrete structure.

FURNER TELEPHONE HOTEL, 1000 1/2 AVENUE, BIRMINGHAM

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1000 1/2

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1000 1/2 Avenue, Birmingham

CONCEPTUAL EXERCISES

1. Suppose that a function f is defined on the interval $[0, 1]$ and that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

2. Let f be a function defined on the interval $[0, 1]$ such that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTUAL EXERCISES

3. Let f be a function defined on the interval $[0, 1]$ such that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTUAL EXERCISES

4. Let f be a function defined on the interval $[0, 1]$ such that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTS

1. Suppose that a function f is defined on the interval $[0, 1]$ and that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTS

2. Let f be a function defined on the interval $[0, 1]$ such that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTS

3. Let f be a function defined on the interval $[0, 1]$ such that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTS

4. Let f be a function defined on the interval $[0, 1]$ such that $f(0) = 0$ and $f(1) = 1$. Suppose also that f is continuous on $[0, 1]$ and that f is differentiable on $(0, 1)$. Suppose further that $f'(x) > 0$ for all x in $(0, 1)$. Prove that f is strictly increasing on $[0, 1]$.

CONCEPTS

1. $f(x) = x^2$ for $x \in [0, 1]$
2. $f(x) = x^3$ for $x \in [0, 1]$
3. $f(x) = x^4$ for $x \in [0, 1]$
4. $f(x) = x^5$ for $x \in [0, 1]$
5. $f(x) = x^6$ for $x \in [0, 1]$

Heritage Place Name

Telegraph Hotel (Former)

Address

17 Ann Street, Williamstown

Heritage Overlay No.

HO43

Heritage Precinct(s)

Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Hotel

Significant Dates

1862

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Telegraph Hotel (Former), constructed in 1862, at 17 Ann Street, Williamstown.

How is it Significant?

The Telegraph Hotel (Former) is of local historic, aesthetic and social significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it is significant as an early hotel and is representative of the development associated with the Port of Williamstown during its most prosperous period in the mid to late nineteenth century. It demonstrates how hotels were established in proximity to the commercially important waterfront and is also of interest for its associations with William Knight. (AHC criteria A4 and G1)

Aesthetically, it is significant as a traditional early hotel in both form and siting, which has been altered in detail only and occupies a prominent corner site near the Williamstown waterfront. (AHC criterion E1)

Socially, it is significant for its strong associations with the local community as a social centre and meeting place for local organizations over a long period and demonstrates the importance of hotels in the early development of port communities like Williamstown. (AHC criterion G1)

History

Contextual History

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that "probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown."

History of Place

The original eleven room, timber Telegraph Hotel was built as a shop and dwelling in 1858 (1). At that date it was owned and operated by William Ford Knight, who had the hotel rebuilt in stone and to thirteen rooms in 1862 after it had been destroyed by fire in 1861 (2).

William Knight continued his association with the hotel until about 1885 (3) when it was taken over by Charles Hunt and his wife, Margaret, who remained there until at least 1910 (4). It was also used as the Red Lion boarding house.

William Knight occupied the mayoral chair for two terms, in 1878-79 and after he had sold the hotel in 1886-87 (5); he died in 1913, aged 95. Among the events which took place at the hotel during his tenure was in 1873 when the Excelsior and Industry Lodges of Ancient and Accepted Freemasons celebrated their amalgamation (6).

Description

The Telegraph Hotel (Former) is a two and one storeyed stuccoed (over stone) building with slated and iron hipped roof forms, which are placed on a three-bay, splay-cornered, L-shape plan. The corner bay possesses symmetrically placed fenestration to the north facade and a single upper window to the Aitken Street elevation; the splay between possessing a lower doorway and a blind upper window. A string mould divides the storeys of this and the lower two-storey bay to the south; the southern most bay being one storey with a roof gable end, transverse to the street.

New compatible window joinery has replaced the presumed six-pane double-hung sashes and the corner entrance appears to have been widened and a new non-compatible domestic type doorway installed. A large atypical but 'period' flavoured sign has been painted on the west elevation; the paint scheme is compatible.

External Integrity and condition

Integrity – Moderate. Condition - Good

Context

The Telegraph is one of a number of early corner hotels situated throughout the Government Survey precinct.

Comparative Analysis

The Telegraph (Former) compares with the following nineteenth century hotels that are also cited by this Study:

- Steam Packet Hotel, 11-13 Cole Street – 1862-63
- Stags Head Hotel, 39 Cecil Street – 1887
- Prince of Wales Hotel (Former), 1 Nelson Place – 1857
- Orient Hotel (Former), 55 Nelson Place – c.1870
- Napier Hotel (Former), 50 Stevedore Street - 1858
- Alfred Hotel (Former), 92 Stevedore Street – 1859-60

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging People

Associations

William Ford Knight, Charles & Margaret Hunt

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to restore the entrance doorway to original or typical and repaint as original.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History 2006*

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

1 Williamstown Rate Books 1857 (40), 1858-59 (37); Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5 July 1858

2 Williamstown Rate Books 1862-63 (35), 1860-61 (39); Evans, Wilson P (1969) *Port of Many Prows* p.70

3 Williamstown Rate Books 1886-87 (802)

4 Sands and Kenny (later McDougall) *Melbourne Directory* 1910

5 Evans, Wilson P (1969) *Port of Many Prows* p.180.

6 *ibid*, p.70.