

HERITAGE REVIEW
WELLINGTON STREET, ST KILDA

Prepared for
City of Port Phillip

(Revised) March 2017

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1.0 Introduction

This report outlines the methodology and approach undertaken in the heritage review of properties in Wellington Street, St Kilda (Figure 1). The review was undertaken for the City of Port Phillip.

The subject properties are not currently subject to heritage controls or included in the Schedule to the Heritage Overlay. However, they are in the vicinity of the St Kilda East Precinct HO6, and several properties with individual Heritage Overlay controls.

The existing Heritage Overlay map for Wellington Street is reproduced at Figure 2.

1.1 Project objectives

The objectives of the review as outlined in Council's project brief were as follows:

- Assess the merits for precinct based heritage controls in Wellington Street, recognising the role of the street as a former tram route.
- Review the individual heritage significance of specific properties in Wellington Street – nos. 38-40, 56-58 and 59.

The direction and outcomes of the project differed as a result of the initial research and field work undertaken. Additional properties in Wellington Street, beyond those listed in the Council brief, were identified by the consultants as potentially having heritage significance and have subsequently been reviewed in detail.

The project outcomes and recommendations are summarised below at Section 1.2 under 'Project recommendations'.

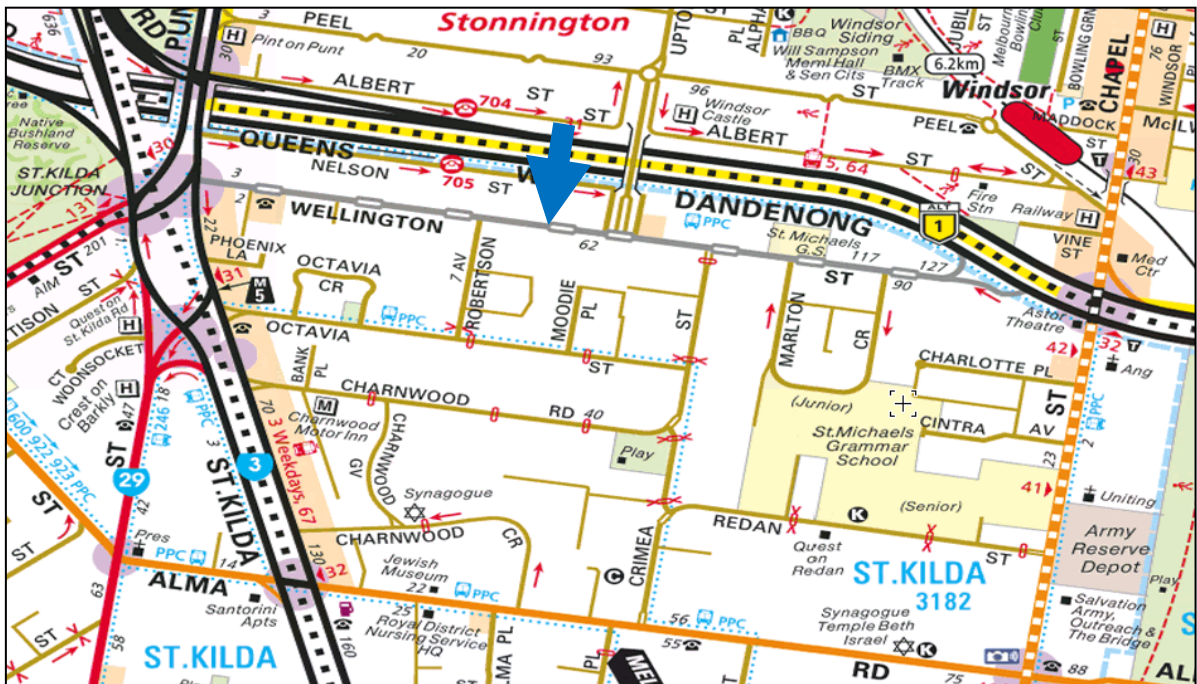


Figure 1 Location plan indicating Wellington Street, St Kilda
Source: Melway Online

1.2 Project recommendations

Wellington Street generally is not recommended for application of a precinct-based Heritage Overlay, in any form.

The following properties in Wellington Street are recommended for heritage protection via an individual Heritage Overlay control:

- Former motor garage/commercial building, 17 Wellington Street
- Duplex pair of residences, 38-40 Wellington Street
- Two-storey terraces, 56-58 Wellington Street
- Two-storey dwellings, 59-59A Wellington Street
- Two-storey brick shops, 81 Wellington Street
- Residence, 129 Wellington Street

The completed citations for the above properties are attached to this report.

2.0 Project methodology

2.1 Field work

Field work was undertaken in July 2015 which included review of the full extent of Wellington Street. Viewing of properties was from the public domain only. No internal inspection of any buildings or properties was undertaken.

The field work was one component of the assessment required to determine the heritage significance of Wellington Street and individual properties, and if there was merit in applying precinct based heritage controls. One option considered was that of including Wellington Street into the existing St Kilda East Precinct (HO6) through an extension of the precinct to the north and/or west. Another option was identifying a new and separate precinct based on the particular history and heritage character of the street. Yet another option, which was eventually recommended for Wellington Street, was to identify if the subject properties were of sufficient heritage significance to justify an individual Heritage Overlay control. The field work assisted with determining these possible outcomes.

Understanding the degree to which the subject buildings were substantially externally intact to their original form, as seen from the public domain, was another objective of the field work.

2.2 Historical research

Historical research was undertaken for the Wellington Street area generally. The historical context of development in St Kilda in the nineteenth century through to the interwar period was also used to determine the thematic context of the properties. Reference was additionally made to *Victoria's Framework of Historical Themes*.¹

The research assisted in understanding and documenting the history of the properties; it also shed light on changes to buildings and properties. The research formed the basis of the 'History' section in each citation and included reference to the following:

- *Sands & McDougall Directories*
- Previous heritage studies
- Historic maps, including MMBW plans (1896 City of Prahran, 1898 City of St Kilda), 1855 Kearny map of Melbourne (Figure 3)
- Historic images – c.1966 view of Wellington Street (Figure 8)

¹ Heritage Council of Victoria, see http://www.dpcd.vic.gov.au/_data/assets/pdf_file/0007/138175/Victoria_Framework_Historical_Themes_themes.pdf

- Aerial images – dated c.1925-35, 1945 (Figure 4 - Figure 6)
- Property service plans from South East Water

2.3 Comparative analysis

Comparative analysis was undertaken to assist with understanding the relative significance of the properties identified. This included comparisons with other properties in HO6, the St Kilda East Precinct; and comparisons with similar buildings in St Kilda and the broader municipality which have an existing a Heritage Overlay control. In this regard reference was made to the *Port Phillip Heritage Review* (Version 16, 2013).

3.0 Wellington Street

As noted, the entirety of Wellington Street is not currently included in the Heritage Overlay. HO6 is concentrated at the east end of the street, on the south side (Figure 2).

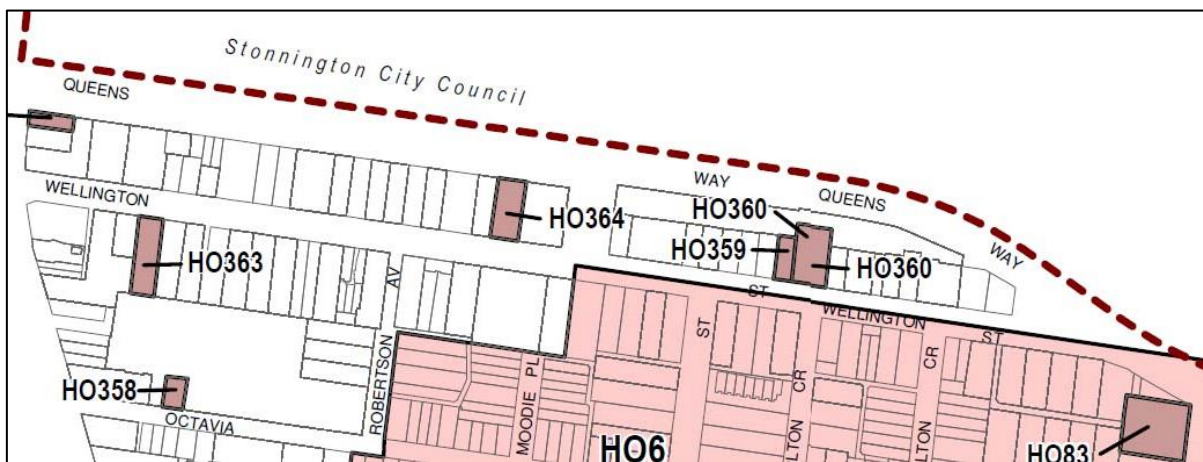


Figure 2 Current Heritage Overlay map for Wellington Street
Source: Port Phillip Planning Scheme

There are also several existing properties in Wellington Street which are individually included in the Heritage Overlay:

- HO359 – House, 99 Wellington Street
- HO360 - Former Tramway Engine House, 105 Wellington Street
- HO363 – Flats, 22 Wellington Street
- HO364 – House, 67 Wellington Street

In addition to the above, Lovell Chen has recently recommended (separate to this project) that the following properties be individually included in the Heritage Overlay:

- Tecoma Court, shops with flats over, 16-20A Wellington Street
- Earls Court, flat block, 44 Wellington Street

3.1 Brief history

Wellington Street is an historically important street in St Kilda, and is evident in the 1855 Kearney map, where it originally extended further to the west past the nascent St Kilda Junction (Figure 3). It also extended east to Chapel Street, which connected Dandenong Road with St Kilda Junction (prior to the reconstruction of the 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 at the Village Belle, providing passengers with access to the St Kilda seaside. The whole of the cable tram network in Melbourne, originally operated by the Melbourne Tramway and Omnibus Company, comprised 17 routes (Figure 7) - the Windsor-Esplanade tramline was the shortest line and the last of

the network to be built.² The Melbourne Tramway & Omnibus Company Limited Tramway Engine House, which is extant at 105 Wellington Street (HO360) was also constructed in 1891 to provide power to the tram line.

In August 1925, the Windsor-Esplanade cable tram route was electrified.³ Following this, the 1891 Engine House building in Wellington Street was used as a motor garage.⁴ The tram continued to run along Wellington Street until the late 1960s when the line was diverted to a new underpass linking St Kilda and Dandenong Roads, at the time of the major widening and re-arrangement of St Kilda Junction.⁵ The junction, before its modification, was an intersection of eight streets, one of which was Wellington Street. As part of these works, the north side of Wellington Street at the east end was truncated, with buildings demolished, leaving no 129 the last of the historic dwellings at this end of the north side of the street.

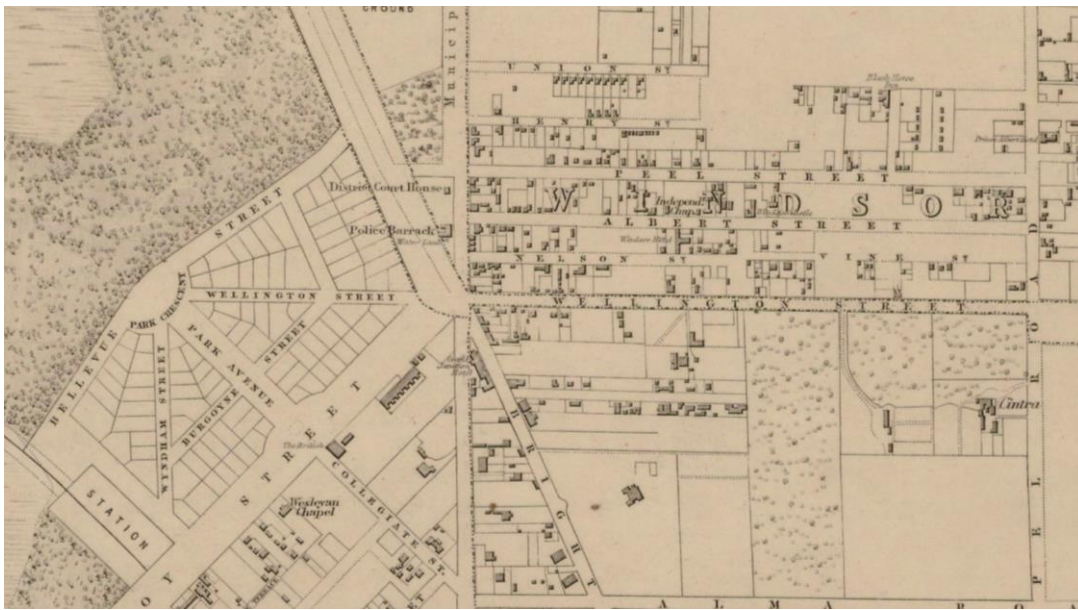


Figure 3 1855 Kearney map of Melbourne; note Wellington Street at centre of image
Source: State Library of Victoria

2 John D Keating, *Mind the Curve, A History of the Cable Trams*, p. 48.

3 John D Keating, *Mind the Curve, A History of the Cable Trams*, p. 125.

4 *City of Port Phillip Heritage Review*, Citation No. 2266, Melbourne Tramway & Omnibus Company Limited Tramway Engine House, 105 Wellington Street St Kilda.

5 Anne Longmire, *St Kilda: The Show Goes On*, p. 200.



Figure 4 1945 aerial image of Wellington Street, west of Upton Road
Source: Melbourne 1945 photo-map, University of Melbourne Archives

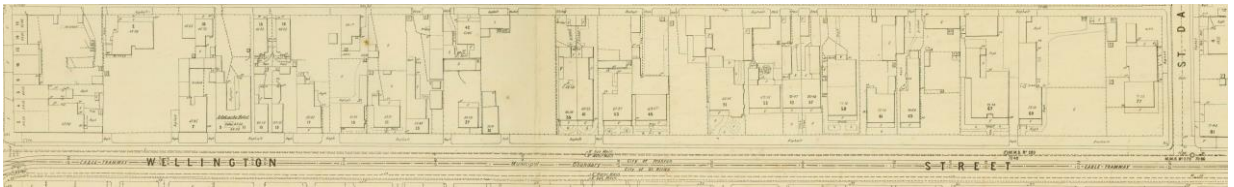


Figure 5 1896 MMBW plan of Prahran demonstrating the late nineteenth century development of Wellington Street
Source: State Library of Victoria Maps Collection



Figure 6 1945 aerial image of Wellington Street, east of Upton Road; note that Wellington Street extends to the east to Chapel Street
Source: Melbourne 1945 photo-map, University of Melbourne Archives

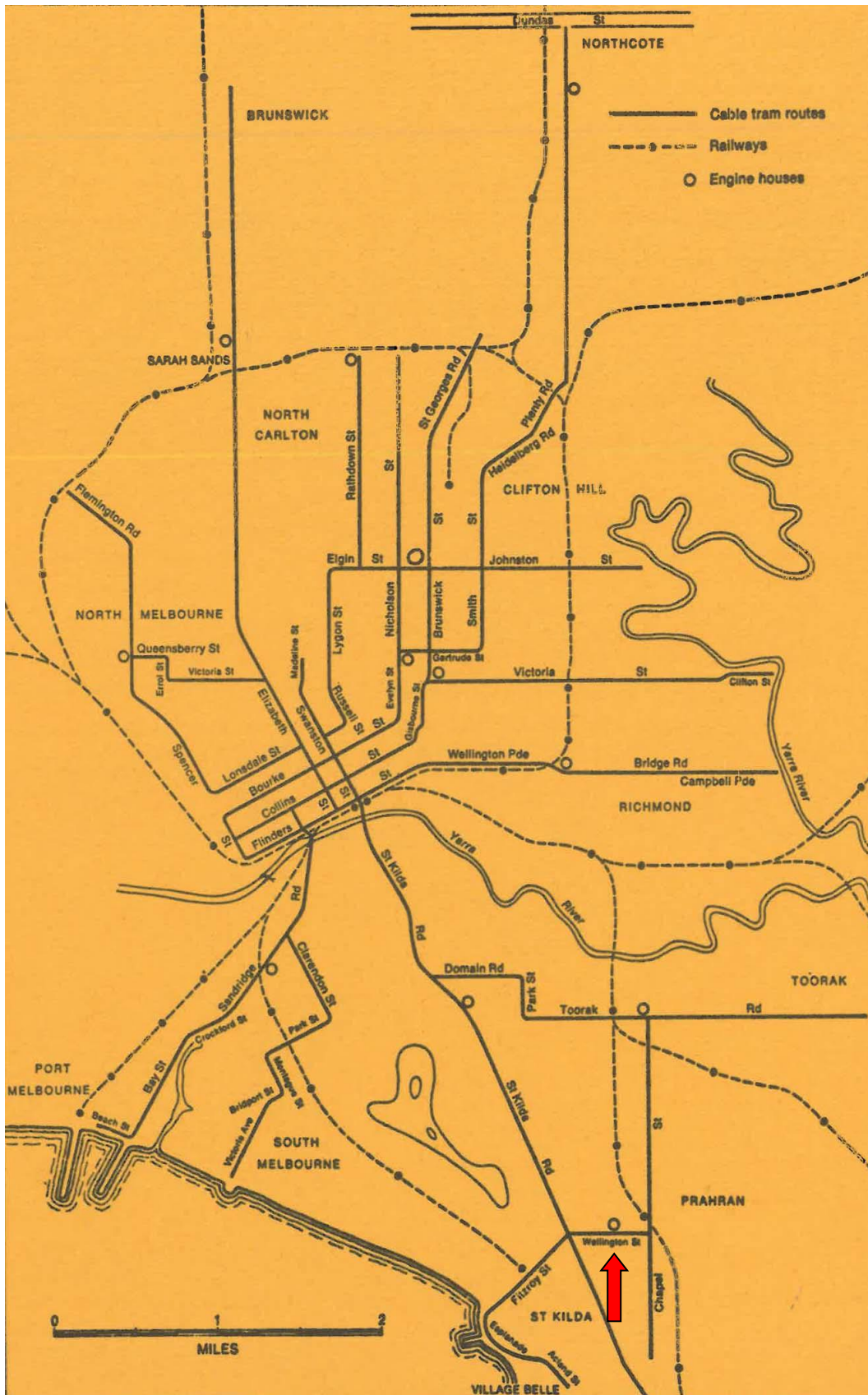


Figure 7 Map of Melbourne's cable tram system in 1901 (Wellington Street identified)
 Source: *Melbourne's Cable Trams, A Brief History*



Figure 8 1966 aerial view of St Kilda Junction and Wellington Street
Source: State Library of Victoria Pictures Collection

Early development in Wellington Street (by the mid-1850s) comprised grand residences and large estates, as shown in the Kearney map (Figure 3). However, the introduction of the cable tramway in 1891 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 (Figure 5). 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.

3.2 Assessment

Following the site field work and initial historical research, the following options were considered for Wellington Street.

3.2.1 *Wellington Street – extend the boundary of HO6 to the north and/or west?*

Following a review of the existing built form within Wellington Street it was determined that there is no justification for extending the existing Heritage Overlay (HO6) to the west along the south or north sides of the street, or to the north opposite the existing HO6. This is due to the large number of modern/infill buildings in these parts of the street. An extension of the precinct in this way would capture a high number of properties of no heritage value, and on this basis would not be justified.

3.2.2 *Wellington Street – identify a new and separate precinct?*

The possibility of identifying a new and separate precinct, removed from HO6, and based on the particular history and heritage character of Wellington Street was also considered. This would in part reflect the distinctive history of the street as an important and early street in St Kilda, with a cable tram line (later electrified) along its length.

However, as with the possibility of extending HO6 to the west, establishing a separate precinct which incorporated more than the current HO6, in a largely contiguous manner, was discounted. Again, a contiguous precinct would capture a high number of properties of no heritage value, and on this basis was not justified.

The implementation of a non-contiguous new Wellington Street precinct, again removed from HO6, and including properties in a serial listing format under a shared Heritage Overlay number, was also considered. This would again be based on the notion of Wellington Street having a distinctive history. It would also provide the opportunity to exclude the large number of modern/infill buildings. The new precinct could in addition incorporate the existing individual Heritage Overlay properties on both sides of the street (HO359, HO360, HO363 and HO364), plus the recently recommended individual properties (nos. 16-20a and 44 Wellington Street), as well as a number of newly assessed properties of significant and potentially also contributory heritage value (see Figure 90).

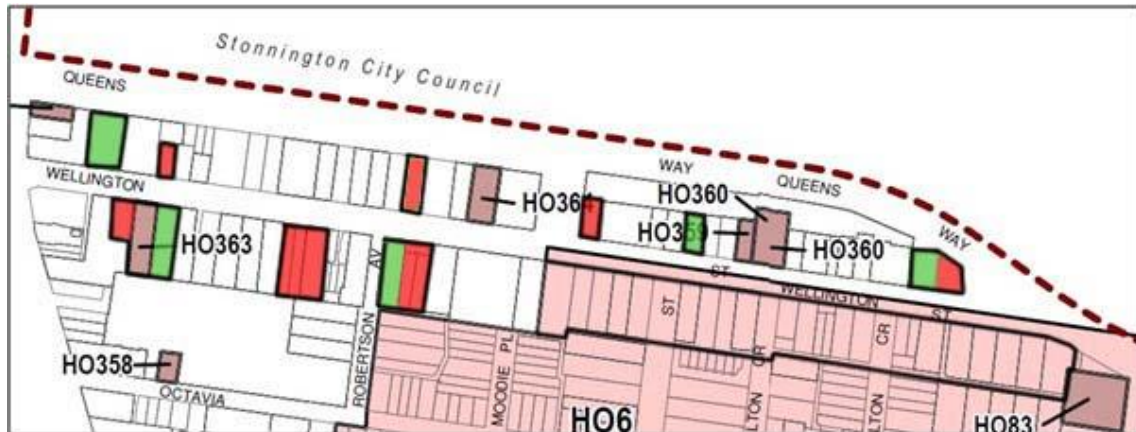


Figure 9 HO map showing a potential non-contiguous Wellington Street Precinct, removed from HO6 – the individually significant (red) and contributory gradings (green) are shown
Source: Base plan Port Phillip Planning Scheme

This option was discussed with Council. However, following further assessment and analysis it was determined not to proceed. This was in part due to the difficulty in incorporating disconnected and isolated properties in a single precinct, particularly where a precinct such as this should be able to ‘tell the story’ of Wellington Street. Reading the distinctive ‘history’ of the street, through a concentration of heritage properties at the east end and through scattered and isolated individual or pairs of heritage properties elsewhere, was seen as problematic. The presence of some large and dominant modern developments along the street also contributed to this, and visually impacted on and disrupted the ability to understand the historic development of the street.

The relative strength of having a single statement of significance for the non-contiguous precinct, versus statements of significance for individual properties, was also discussed. It was agreed that the individual approach would be stronger and afford more specific protections to the individual properties. Individual property citations have been prepared for the properties shown in red at Figure 9.




3.2.3 Wellington Street – identify additional properties for individual inclusion in the Heritage Overlay?




Following on from the above, it was decided to pursue the option of identifying significant properties in the street for individual Heritage Overlay controls. Having already undertaken preliminary historical research contributed to the assessment of properties. Some properties were also identified as being potentially contributory to a precinct (either the extended HO6 or a new Wellington Street precinct), but not of sufficient heritage value to justify an individual control.




3.3 Summary of properties investigated in Wellington Street


The following table provides a summary of the properties investigated in Wellington Street. None of these buildings currently have a heritage control. They range from buildings of basic heritage interest, those which might be considered contributory to a precinct, and those of individual heritage significance.

Table 1 Summary of properties investigated in Wellington Street

Wellington Street, north side		
<p>7 Wellington Street Interwar flats</p>	<p>Potentially contributory to a precinct, but not individually significant, primarily due to the building being rendered over and the loss/removal of original details.</p>	
<p>17 Wellington Street 1926 former motor garage/commercial brick building</p>	<p>Individually significant, recommended for an individual HO control. Refer to citation for detail.</p>	
<p>35 Wellington Street Two-storey Victorian dwelling</p>	<p>Potentially contributory to a precinct, but not individually significant, primarily due to the building having over-painted brickwork and external alterations.</p>	

<p>59-59A Wellington Street</p> <p>Two-storey Victorian dwelling</p>	<p>Individually significant, recommended for an individual HO control.</p> <p>Refer to citation for detail.</p>	
<p>81 Wellington Street</p> <p>1930 two-storey brick shops with residences</p>	<p>Individually significant, recommended for an individual HO control.</p> <p>Refer to citation for detail.</p>	
<p>129 Wellington Street</p> <p>c.1885 single- storey bichrome brick Victorian dwelling</p>	<p>Individually significant, recommended for an individual HO control.</p> <p>Refer to citation for detail.</p>	

Wellington Street, south side		
<p>24 Wellington Street</p> <p>Single-storey dwelling Victorian</p>	<p>Of heritage interest, but significantly and unsympathetically modified, of limited heritage character</p>	
<p>38-40 Wellington Street</p> <p>1908 duplex pair of red brick dwellings</p>	<p>Individually significant, recommended for an individual HO control.</p> <p>Refer to citation for detail.</p>	
<p>54 Wellington Street</p> <p>Single-storey Victorian dwelling</p>	<p>Potentially contributory to a precinct, but not individually significant, primarily due to having been rendered over, external details removed, and non-original verandah.</p>	

<p>56-58 Wellington Street</p> <p>c.1888 pair of two-storey Boom-style terraces</p>	<p>Individually significant, recommended for an individual HO control.</p> <p>Refer to citation for detail.</p>	
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3.3.1 Previous heritage studies/assessments

Table 2 Table summarising the previous heritage studies/assessments of properties recommended for individual Heritage Overlay controls

Address	<i>St Kilda Conservation Study (1982)</i>	<i>City of St Kilda Twentieth Century Architectural Study (1992)</i>	<i>Prahran Character & Conservation Study (1992) Building Grading Register</i>	<i>Port Phillip Heritage Review Field Notes (1997)</i>	<i>Port Phillip Heritage Review (2013) Current grading</i>
17 Wellington Street	N/A	N/A	ungraded	'Local importance E'	'Contributory Outside the Heritage Overlay'
38-40 Wellington Street	Not identified as a significant building recommended for protection	B graded (identified as 40-42 Wellington St)	N/A	'Local Importance D'	'Contributory Outside the Heritage Overlay'
56-58 Wellington Street	Not identified as a significant building recommended for protection	B graded		'Local Importance D'	'Contributory Outside the Heritage Overlay'

59-59A Wellington Street	N/A	N/A	C graded	'Local importance D'	Ungraded
81 Wellington Street	N/A	N/A	B graded	'Local Importance D'	'Contributory Outside the Heritage Overlay'
129 Wellington Street	N/A	N/A	A2 graded	'Local Importance D'	

4.0 Recommendations

The properties recommended for an individual Heritage Overlay control in Wellington Street are listed below. Citations are attached to this report.

- Former motor garage/commercial building, 17 Wellington Street
- Duplex pair of residences, 38-40 Wellington Street
- Two-storey terraces, 56-58 Wellington Street
- Two-storey dwellings, 59-59A Wellington Street
- Two-storey brick shops, 81 Wellington Street
- Residence, 129 Wellington Street

Citations

City of Port Phillip Heritage Review

Place name: Earls Court
Other names: Harcia Flats

Citation No:
954



Address: 44 Wellington Street, St Kilda

Heritage Precinct: Not applicable

Category: Residential: Flats

Heritage Overlay: HO489

Style: Interwar

Graded as: Significant

Constructed: 1932

Victorian Heritage Register: No

Designer: Unknown

Amendment: C122

Comment: Revised citation

Significance

What is significant?

Earls Court, constructed in 1932, at 44 Wellington Street, St Kilda is significant. It comprises an identical symmetrical pair of two-storey flat blocks in the interwar vernacular style with some Arts and Crafts influences. Each block has a long hipped and tiled roof, and external walls of roughcast render above a brick plinth. The blocks have long rectilinear plans, extending to the rear (south) of the property; and are separated by a narrow driveway, the entrance to which is defined by an archway. The blocks each have a projecting double-height breakfront balcony to the front (north façade); and windows are typically rectilinear, timber-framed, with multi-paned uppers and brick or timber sills, the latter with bracket detailing. The blocks are substantially externally intact.

How is it significant?

Earls Court is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

Earls Court, constructed in 1932, is of local historical significance. It is an example of an interwar 'walk up' flat block development in St Kilda, built in the period when flat block development was popular. Wellington Street was the focus of some flat block construction, and Earls Court (originally 'Harcia Flats') is demonstrative of the growing trend to flat living in the first decades of the twentieth century, with a particular concentration in St Kilda.

Architecturally, Earls Court is a substantially externally intact flat block development, distinguished by its identical 'twin' block planning and strongly symmetrical presentation. The latter is given weight by the

projecting two-storey balcony bays to the building frontage. Although a later example of Arts and Craft styling, the detailing is simple and well resolved. Elements of note include the double height breakfront balcony, with rendered columns and a cartouche detail to the spandrel panel; and the timber-framed multi-paned windows, with bracketed timber sills. The long central driveway is also a strong original element of the design

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: 5.4 Depression and recovery: the inter-war years

History

Contextual history

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. I, pp.34-5)

St Kilda experienced phenomenal growth of flats during the 1920s and 1930s. In 1920 there were 527 purpose-built flats in 92 blocks in St Kilda. By 1925 this had increased by over 50% to 884 flats in 164 blocks, the numbers boosted by large complexes such as 43-flat 'Ardoch Mansions' complex in Dandenong

Road. The numbers of flats then almost doubled to 1,679 in over 300 blocks between 1925 and 1930 and by 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks. A further 2,000 flats were added by 1940; however, the onset of World War II slowed development. Nonetheless, by 1947 St Kilda contained 5,500 purpose-built flats, a quarter of all flats in Melbourne (O'Hanlon 1999:182, 196-198).

Earl's Court (former Harcia flats), 44 Wellington Street

At the end of the nineteenth century, the site of the future Earls Court comprised a single dwelling with stables, occupied by Ebenezer Fitch, E Fitch & Sons, builders. At that time, the property was numbered 41 Wellington Street. In 1899, the renumbering of Wellington Street occurred and the site was renumbered 44.

The two flat blocks were constructed in c.1932 for Messrs. Ratz and Le Gassick. The flats, then known as 'Harcia Flats', were first listed in the *Sands & McDougall Directories* in 1934. The 1932 MMBW property service drainage plan (no. 21144) indicates internal staircases at ground and first floor levels, located at about the halfway point of each block. The flats were still called 'Harcia Flats' as recently as 1974. The non-original archway header above the driveway entrance was added relatively recently, when it replaced a narrow timber arch as shown in an earlier (1990s) image of the property.

References

MMBW Detail Plan No. 1358, City of St Kilda, 1898

O'Hanlon, Seamus, 'Home together, Home apart: Boarding house, hostel and flat life in Melbourne c.1900-1940', PhD Thesis, History Department, Monash University

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Property Service Plan, South East Water

Sands and McDougall Directories: 1898-1900, 1915, 1919, 1925, 1930, 1934-1938.

Description

Earls Court comprises an identical symmetrical pair of two storey flat blocks in the interwar vernacular style with some Arts and Crafts influences. Each block has a long hipped and tiled roof, and external walls of roughcast render above a brick plinth. The blocks have long rectilinear plans, extending to the rear (south) of the property; and are separated by a narrow driveway, the entrance to which is defined by an archway headed by a bracketed rendered name panel with raised lettering (the property name and panel are not original). The blocks each have a projecting double-height breakfront balcony to the front (north façade), with rendered columns and a cartouche detail to the spandrel panel between ground and first floors. Bands of smooth render also separate the ground and first floors. The elevations facing the central driveway maintain the roughcast render material, while the side elevations facing away from the blocks are face brick. Windows are typically rectilinear, timber-framed, with multi-paned uppers and brick or timber sills, the latter with bracket detailing. Several simply detailed rendered chimneys are visible to the roof.

The blocks are substantially externally intact, although an addition has been constructed in the former garage area to the rear of the property. Other alterations include lengthening the central brick piers to the front brick fence and, as noted, the archway header above the driveway entrance. The steel palisade gates are also not original.

Comparative analysis

There are several examples of similar two-storey flat blocks in St Kilda, which are graded as 'Significant' heritage places in Port Phillip, and provide some comparison with Earls Court. The examples cited here all

share the identical symmetrical separated 'twin' flat block plan, at least to the front components of the blocks. These include Beaufort, two storey walk up flats constructed in the 1920s in the Mediterranean style at 13-15 Ormond Esplanade, Elwood; the two storey maisonettes constructed in 1916 in the Arts and Crafts style at 327-328 Beaconsfield Parade, St Kilda; and Lurnea, two storey walk up flats constructed in c.1920 at 50 (ex48a) Dalgety Street, St Kilda; also in a simplified Arts and Crafts style. Earls Court, although a later example of Arts and Craft styling, sits comfortably within this context. The detailing by comparison is simple, but well resolved.

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.

Earls Court, constructed in 1932, is of local historical significance. It is an example of an interwar 'walk up' flat block development in St Kilda, built in the period when flat block development was popular. Wellington Street was renowned for its flat blocks, and Earls Court (originally 'Harcia Flats') is demonstrative of the growing trend to flat living in the first decades of the twentieth century, with a particular concentration in St Kilda.

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.

Earls Court is of local architectural significance. It is a substantially externally intact flat block development, distinguished by its identical 'twin' block planning and strongly symmetrical presentation. The latter is given weight by the projecting two-storey balcony bays to the building frontage. Although a later example of Arts and Craft styling, the detailing is simple and well resolved. Elements of note include the double height breakfront balcony, with rendered columns and a cartouche detail to the spandrel panel; and the timber-framed multi-paned windows, with bracketed timber sills. The long central driveway is also a strong original element of the design.

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.



Recommendations

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

Primary source

Lovell Chen, *Heritage appraisal. 16-20A &44 Wellington Street, St Kilda*, May 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

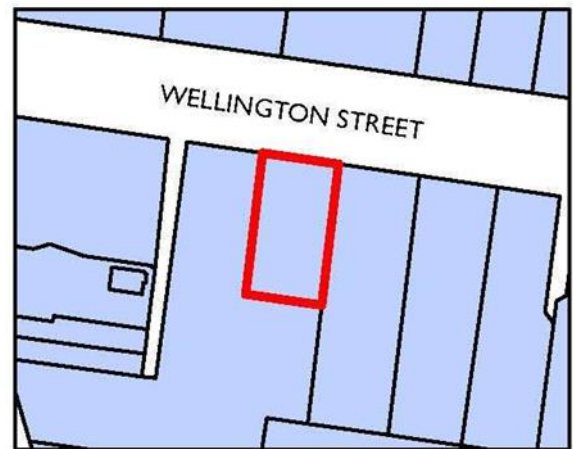
Other images

-

City of Port Phillip Heritage Review

Place name: Tecoma Court
Other names: Shops and Flats

Citation No:
2374



Address: 16-20A Wellington Street, St Kilda

Heritage Precinct: Not applicable

Category: Residential: flats, Commercial: shops

Heritage Overlay: HO488

Style: Interwar: Moderne

Graded as: Significant

Constructed: 1935

Victorian Heritage Register: No

Designer: Unknown

Amendment: C122

Comment: New citation

Significance

What is significant?

Tecoma Court, constructed in 1935, at 16-20A Wellington Street, St Kilda is significant. It is a two-storey interwar period brick building with shops/retail spaces to the ground floor and residential flats above that applies Moderne detailing to the parapet and utilises typical materials such as clinker bricks and glazed roof tiles. It has a symmetrical presentation to Wellington Street, given emphasis by a cement rendered stepped parapet with applied 'TECOMA COURT' lettering to the centre. The front portion of the building has a tiled hipped roof surmounted by brick chimneys, with twin hipped and tiled roofs to the rear wings. At first floor level is a centrally located recessed balcony with a projecting brick balustrade, flanked by large timber-framed tripartite windows. A simple cantilevered boxed awning, with pressed metal ceiling (soffit) runs the length of the north façade, above ground floor level. The shopfront glazing and tiles to the three ground floor shops are not original, although the recessed entries may reflect the original plan.

How is it significant?

Tecoma Court at 16-20A Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

Tecoma Court is of local historical significance, as an example of a combined shops and residential flats building, constructed in 1935 to a main road in St Kilda. It is one of a number of similar contemporary

developments in St Kilda in this period, demonstrating a trend at the time which also emphasizes the ongoing popularity of flat development in the area in the 1930s.

Architecturally, Tecoma Court is a substantially externally intact example of an interwar building, which is well resolved and generally simply detailed, and which successfully combines the retail use at ground floor level with a symmetrically composed first floor housing residential spaces. It compares favourably with several other similar developments in St Kilda in the 1930s. The property is also a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies.

Thematic context

Victoria's framework of historical themes

- 5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
- 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: 5.4 Depression and recovery: the inter-war years
-

History

Contextual history

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahra Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market,



rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. 1, pp.34-5)

St Kilda experienced phenomenal growth of flats during the 1920s and 1930s. In 1920 there were 527 purpose-built flats in 92 blocks in St Kilda. By 1925 this had increased by over 50% to 884 flats in 164 blocks, the numbers boosted by large complexes such as 43-flat 'Ardoch Mansions' complex in Dandenong Road. The numbers of flats then almost doubled to 1,679 in over 300 blocks between 1925 and 1930 and by 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks. A further 2,000 flats were added by 1940; however, the onset of World War II slowed development. Nonetheless, by 1947 St Kilda contained 5,500 purpose-built flats, a quarter of all flats in Melbourne (O'Hanlon 1999:182, 196-198).

Tecoma Court, 16-20A Wellington Street

At the end of the nineteenth century, the site of the future Tecoma Court appears to have been occupied by a shop and residence to the rear. In 1899, the renumbering of Wellington Street occurred and the site was numbered 16 and 18. Throughout the early twentieth century, the shop was variously occupied by dressmakers/drapers, grocers, confectioners and boot makers, with numerous occupants of the residence to the rear.

In c.1935, the present building was constructed for F.A. Graham. The three shops were given the address of 16-20 Wellington Street, with the flats above at 20A Wellington Street. The property at 16-20A Wellington Street was first listed in the *Sands & McDougall Directories* in 1937. At this time, the three ground floor shops were occupied by Mrs P. Tullock cakes (no. 16), Snuggle Inn Coffee Lounge (no. 18) and Ellisons Pty Ltd estate agents (no. 20).

References

MMBW Detail Plan No. 1358, City of St Kilda, 1898

O'Hanlon, Seamus, 'Home together, Home apart: Boarding house, hostel and flat life in Melbourne c.1900-1940', PhD Thesis, History Department, Monash University

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Property Service Plan, South East Water

Sands and McDougall Directories: 1898-1900, 1915, 1919, 1925, 1930, 1935-1938.

Description

Tecoma Court is a two-storey interwar brick building with shops/retail spaces to the ground floor and residential flats above that applies Moderne detailing to the parapet and utilises typical materials such as clinker bricks and glazed roof tiles. It has a symmetrical presentation to Wellington Street (north façade). The shopfront glazing and tiles to the three ground floor shops are not original, although the recessed entries may reflect the original plan. An arched entry to the east end of the Wellington Street façade provides access to the flats above. The entry passageway is illuminated by three large arched windows, with coloured glazing, to the east elevation at ground floor level. At first floor level is a centrally located recessed balcony with a projecting brick balustrade. Flanking this are large timber-framed tripartite windows. A simple cantilevered boxed awning, with pressed metal ceiling (soffit) runs the length of the north façade, above ground floor level. The front portion of the building has a tiled hipped roof surmounted by brick chimneys. It is partly concealed by a cement rendered stepped parapet, with returns to the side elevations, and applied 'TECOMA COURT' lettering to the centre parapet. The rear of the building has twin hipped and tiled roofs, over the rear wings.

The external plan of the building appears to be generally intact to that shown on a 1935 property service plan and a 1945 aerial image. With the exception of the ground floor shopfronts, the exterior of the building also appears to be largely intact.



Comparative analysis

There are several examples of interwar buildings with shops and residences above in St Kilda, which are graded as 'significant' heritage properties in Port Phillip, and provide some comparison with Tecoma Court. These include Boncap, at 49 Fitzroy Street, St Kilda (included in HO5), a 1935 three storey building with shops to the ground floor, flats above, and bachelor flats to the rear. It is in the Functionalist style. There is also the two storey shops constructed in 1930 in the Art Deco style at 81-85 Acland Street, St Kilda (included in HO5); and Acland Court, two storey shops with flats above constructed in 1935 in the Spanish Mission style at 91-93 Acland Street, St Kilda (also included in HO5).

All the examples cited were built in the 1930s, generally contemporary with Tecoma Court. All the examples also differ in style, but share a common brick construction material, awning to ground floor level, and balconies to the flats above (save for 81-85 Acland Street), as well as a similar degree of external intactness. In architectural terms, Tecoma Court is a well resolved example of a generally simply detailed interwar building, which successfully combines the retail use at ground floor level with a symmetrically composed first floor housing residential spaces.

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.

Tecoma Court is of local historical significance, as an example of a combined shops and residential flats building, constructed in 1935 to a main road in St Kilda. It is one of a number of similar contemporary developments in St Kilda in this period, demonstrating a trend at the time which also emphasizes the ongoing popularity of flat development in the area in the 1930s.

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

Not applicable.

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

Not applicable.

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

The property is also a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Architecturally, Tecoma Court is a substantially externally intact example of an interwar building, which is well resolved and generally simply detailed, and which successfully combines the retail use at ground floor level with a symmetrically composed first floor housing residential spaces. It compares favourably with several other similar developments in St Kilda in the 1930s.

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.

Recommendations

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

Primary source

Lovell Chen, *Heritage appraisal. 16-20A & 44 Wellington Street, St Kilda*, May 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

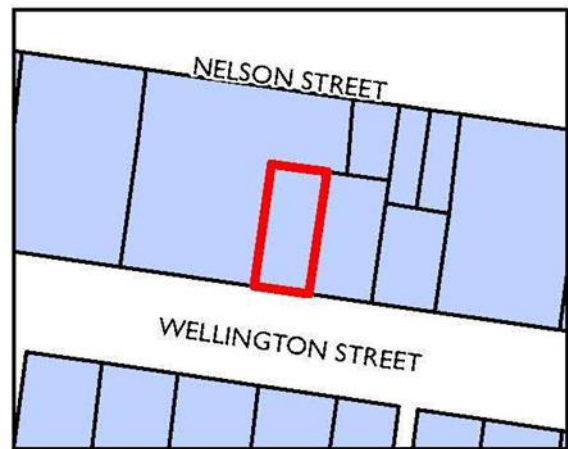
Other images

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City of Port Phillip Heritage Review

Place name: **Motor Garage & shop (former)**
Other names: -

Citation No:
2375



Address: 17-17A Wellington Street,
St Kilda

Heritage Precinct: Not applicable

Category: Transport: Garage, Retail &
Wholesale: Shop

Heritage Overlay: HO490

Style: Interwar

Graded as: Significant

Constructed: 1926

Victorian Heritage Register: No

Designer: Unknown

Amendment: C122

Comment: New citation

Significance

What is significant?

The building at 17-17A Wellington Street, St Kilda, originally constructed in 1926 and used as a motor garage, is significant. It is a two-storey brick building on a square plan, with a symmetrical presentation to Wellington Street, and no setback. It is of face brick with a wide stepped horizontal band separating ground and first floors, and a cornice below the brick dentilated parapet. The detailing carries across pilasters located at the facade edges and in the centre of the building. The first floor has a pair of timber-framed sash windows, with multi-paned uppers, located centrally to each bay. The roof has no visibility to Wellington Street, although two squat brick chimneys are evident above the visible east elevation. The ground floor facades, which have been modified, are not significant.

How is it significant?

The former Motor Garage at 17-17A Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

The building at 17-17A Wellington Street, St Kilda is of historical significance (Criterion A). The building has occupied this site since 1926, in an area of Wellington Street which has historically accommodated mixed use and mixed forms of development, including commercial development. It is an example of a purpose-built motor garage with a separate commercial tenancy at ground floor level, and spaces above. It was

constructed at a time when motor car ownership and usage was increasing, and motor garages were being built across inner Melbourne. Most were built for a single purpose, i.e. to service motor vehicles, although some also incorporated other uses, as is the case with no Wellington Street. In this way the building is an unusual example of its type, although it no longer reads as a former garage. The use of the building as a motor garage, or a motor vehicle related operation from the 1920s until at least the mid-1970s, is also of note.

Aesthetically, 17-17A Wellington Street, St Kilda, is significant as a largely externally intact former garage, which combined other uses (Criterion E). It has simple interwar detailing, with a symmetrically composed presentation to Wellington Street. The first floor facade has a wide stepped horizontal band above ground floor level and a cornice below the dentilated parapet. The eastern ground floor bay originally contained a vehicle opening, which was subsequently modified and is now infilled. This would also have been a prominent element to Wellington Street. As a building type, the historical multi-purpose use and spaces is also of note.

Thematic context

Victoria's framework of historical themes

5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
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: 5.4 Depression and recovery: the inter-war years

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.

Motor Garage (former, later café), 17-17A Wellington Street

In 1925, 17 Wellington Street was occupied by Mrs Ann Tovey. The following year, in 1926, she constructed the existing brick building on the site (PSP). After the building's construction, no 17 Wellington Street was occupied by Mrs Tovey as a furniture deliverer; and no 17a was occupied by R Tovey (presumably her husband or son) as a motor garage. No 17 went on to be used for a variety of commercial or retail purposes, including a dairy producer and confectioner before 1945; while no 17a was

used until at least the mid-1970s as a motor garage, or a motor vehicle related operation, including a towing service. Interestingly, from 1945, no 17 is listed in the *Directories* as a residence (SM). It is assumed that this relates to the upper level spaces, although there is no evidence of a separate entrance as might be expected for a first floor residence. The first floor spaces may also have been used as offices associated with the commercial operations below.

Throughout much of the twentieth century, this section of Wellington Street remained commercial, variously comprising a laundry/dry cleaner, hairdresser, coffee lounge and cafe.

References

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 969, City of St Kilda, 1896

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Property Service Plan (PSP), South East Water

Sands and McDougall Directories (SM) 1900-1974.

Description

The building at 17-17A Wellington Street, St Kilda, dates from 1926, and is a two-storey brick building on a square plan, with a symmetrical presentation to Wellington Street, and no setback. The building contains commercial tenancies at ground floor level, and spaces above. It was originally constructed and used as a motor garage, with the ground floor space on the west side used for other commercial/retail purposes. It is of face brick, with a wide stepped horizontal band separating ground and first floors, a cornice below the brick dentilated parapet, and non-original painted render contrasts. The detailing carries across the pilasters located at the facade edges and in the centre of the building. The first floor has a pair of timber-framed sash windows, with multi-paned uppers, located centrally to each bay. At least one of these windows is a replacement, which matches the originals.

The ground floor facades have been modified, with timber stall boards, modern glazing in metal framing to the western-most bay, and panelled infill to the eastern-most bay. This appearance is not original; the infilled eastern bay at ground floor level was originally used for vehicle access, and evidence of the crossover remains in the footpath to the front of the building. The roof has no visibility to Wellington Street, although two squat brick chimneys are evident above the visible east elevation. The east elevation is otherwise largely bereft of detail, with a large section of wall having been over-painted. There have also been changes to the openings to the rear elevation. Save for the ground floor facades and the painted render contrasts, the building is largely externally intact as it presents to Wellington Street.

Comparative analysis

Motor garages were constructed across inner Melbourne in the early decades of the twentieth century, as motor car ownership and usage increased. They were mainly built for a single purpose, i.e. servicing motor vehicles, although some also incorporated other uses, as is the case with 17 Wellington Street. In Port Phillip, there are several historic garages which are broadly comparable in terms of the subject building's principal original use, if not in form and styling. A brick garage constructed in 1927 at 126 Carlisle Street, Balaclava (included in HO7, the St Kilda, Elwood, Balaclava, Ripponlea Precinct), is a single-storey building with a gable end, and simple Spanish Mission style detailing. It has a more conventional interwar garage appearance, with vehicle openings (three) across the facade, and no inclusion of a separate shop or commercial tenancy, or first floor spaces. The subject building is differentiated from this Port Phillip example.

Outside the municipality, there are some comparable garage/office/shop buildings. These include a 1920s garage at 18-22 Johnston Street, Fitzroy, which has a similar arrangement of vehicle opening to one bay of the facade, with a separate office to the other bay (City of Yarra HO334, South Fitzroy Precinct); this building is rendered, with simple Moderne styling. A smaller c.1930 garage at 119 Scotchmer Street, Fitzroy North, has no separate office or tenancy, but first floor spaces over the double-width vehicle opening to the facade (in HO327, North Fitzroy Precinct). An earlier, more elaborate garage at 396-398 Brunswick Street, Fitzroy, has a central vehicle entrance flanked by office/retail spaces (HO311, Brunswick Street Precinct). It has Art Nouveau styling, again simply detailed, albeit over-painted brick.

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 building has occupied this site since 1926, in an area of Wellington Street which has historically accommodated mixed use and mixed forms of development, including commercial development. It is an example of a purpose-built motor garage with a separate commercial tenancy at ground floor level, and spaces above. It was constructed at a time when motor car ownership and usage was increasing, and motor garages were being built across inner Melbourne. Most were built for a single purpose, i.e. to service motor vehicles, although some also incorporated other uses, as is the case with no Wellington Street. In this way the building is an unusual example of its type, although it no longer reads as a former garage. The use of the building as a motor garage, or a motor vehicle related operation from the 1920s until at least the mid-1970s, is also of note.

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.

Aesthetically, 17 Wellington Street, St Kilda, is significant as a largely externally intact former garage, which combined other uses. It has simple interwar detailing, with a symmetrically composed presentation to Wellington Street. The first floor facade has a wide stepped horizontal band above ground floor level and a cornice below the dentillated parapet. The eastern ground floor bay originally contained a vehicle opening, which was subsequently modified and is now infilled. This would also have been a prominent element to Wellington Street. As a building type, the historical multi-purpose use and spaces 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.

Recommendations

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

Primary source

Lovell Chen, *Heritage review. Wellington Crimea and Redan streets, St Kilda*, (Revised) October 2015

Other studies

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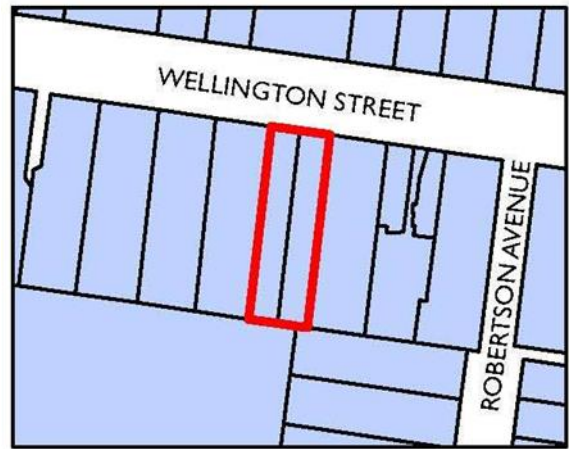
Other images

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City of Port Phillip Heritage Review

Place name: Duplex
Other names: Attached Houses

Citation No:
2376



Address: 38-40 Wellington Street, St Kilda

Heritage Precinct: Not applicable

Category: Residential: Houses

Heritage Overlay: HO491

Style: Federation/Edwardian: Arts & Crafts

Graded as: Significant

Constructed: 1908

Victorian Heritage Register: No

Designer: Unknown

Amendment: C122

Comment: New citation

Significance

What is significant?

The building at 38-40 Wellington Street, St Kilda, constructed in 1908 as a duplex pair of single-storey gabled dwellings in the Arts and Crafts style, is significant. The pair is of unpainted red brick with contrasting cream brick detailing, and over-painted roughcast render to the gable ends. The pair has matching long hipped roofs clad in slate, with terracotta ridge caps and finials, and two brick chimneys per dwelling. Entries are located to the east and west sides of the dwellings respectively, accessed via side verandahs which have large arched brick openings including to the brick front walls. The other main feature of the facades is tripartite windows with timber-framed canopies (hoods) over. The duplex pair has a high level of external intactness, as visible from Wellington Street.

How is it significant?

The duplex pair at 38-40 Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

The property at 38-40 Wellington Street, St Kilda is of historical interest. It has occupied this site since 1908, in an area of Wellington Street which has historically accommodated mixed forms of development. As a duplex pair, the dwellings as a type follow on from the common and historically popular Victorian semi-detached cottages, while also preceding the later Edwardian and interwar semi-detached dwellings.

Edward Fitch, of E Fitch & Sons, builders, constructed the pair, and at the time was also based in Wellington Street, at no 44 to the east.

Architecturally, although the duplex is relatively modest in size, and simply detailed, it nevertheless represents a finely executed and well resolved pair of Arts and Crafts dwellings (Criterion E). The gables to Wellington Street are well proportioned, with the facades below symmetrically arranged with hooded tripartite windows and striking arched entries to the side verandahs. The form of the verandahs is also of note, with the large arched openings giving the verandahs an open arcaded character, unusual for modest dwellings of this size. Generally, the overall proportions are well balanced, and the symmetry of the design is visually pleasing. The Arts and Crafts styling is in a general sense unusual for a pair of semi-detached dwellings, although more common in St Kilda. The duplex pair also displays a high level of external intactness.

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: 5.4 Depression and recovery: the Inter-War years

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.

Duplex, 38 & 40 Wellington Street

Prior to the construction of the duplex at 38-40 Wellington Street, St Kilda the subject site was unoccupied. The duplex was constructed in 1908 for builder Edward Fitch (PSP), in an area of Wellington Street which has historically accommodated mixed forms of development. The mixed uses were in part due to the tram route along the street, and the attraction this held for commercial development.

In 1908, E. Fitch & Sons, builders, was located at 44 Wellington Street to the east. The duplex was originally occupied by A Macintosh (no 38) and Mrs Fanny Groves (no 40), however by 1910 no 40 was occupied by Edward Fitch. The duplexes were variously occupied as single dwellings throughout the twentieth century, including for a period of at least twenty years in the 1940s-1960s by W.B. Croxon (no 38) and Michael

McGann (no 40) (SM). As a duplex pair, the dwellings as a type follow on from the common Victorian semi-detached cottages, while also preceding the later Edwardian and interwar semi-detached dwellings.

References

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 1358, City of St Kilda, 1898

Property Service Plan (PSP), South East Water

Sands and McDougall Directories (SM), 1906-1970

Description

The properties at 38 and 40 Wellington Street, St Kilda contain a duplex (semi-detached) pair of single-storey gabled dwellings in the Arts and Crafts style, constructed in 1908. The pair is of unpainted red brick with contrasting cream brick detailing. The gable ends above a cream brick string course have plain bargeboards and over-painted roughcast render. The matching long hipped roofs are slate clad, with terracotta ridge caps and finials. Each of the dwellings has brick chimneys, on the outward facing roof planes.

The entry to each dwelling is located to the east and west sides of the Wellington Street facades, respectively, given emphasis through large arched openings to side verandahs. The form of the openings is outlined in cream brick. Larger arched openings are located to the verandah sides (east and west elevations respectively), giving the verandahs an open arcaded character. The larger openings have a timber fretwork frieze. The verandahs also have tessellated tiling to the floors. The entry doors are largely concealed from the street, being at the end of the verandahs, but to the side walls.

The other main feature of the facades is tripartite windows with timber-framed canopies (hoods) over. The windows have arched heads, framed by cream brick. The hoods have a timber fretwork detail.

The duplex pair has a high level of external intactness, as visible from Wellington Street. The external plan of the building also appears to be generally intact to that shown on a 1908 property service plan.

Both dwellings have small front garden setbacks; limited side setbacks; and complementary high timber paling fences to the Wellington Street boundary which are not original.

Comparative analysis

Duplex dwellings are not uncommon in St Kilda or the broader municipality. There are also several examples of single-storey duplexes in St Kilda, which are graded as 'Significant' heritage properties in Port Phillip, and provide some comparison with 38-40 Wellington Street. These include 80-82 Chaucer Street, St Kilda (individually listed as HO90), an Arts and Crafts style duplex constructed in 1913; 17-19 Havelock Street, St Kilda (included in HO5, St Kilda Hill Precinct), an Arts and Crafts style brick duplex constructed in the 1920s, which share the same hipped roof and gable end; and 6-8 Robertson Street, St Kilda (included in HO6, St Kilda East Precinct, just around the corner from these houses), a Queen Anne style duplex constructed in c.1910. The Robertson Street duplex has contrasting individual dwellings presentations to the street.

All of the examples cited were constructed in the c.1910s or 20s, generally contemporary with 38-40 Wellington Street. Comparably, 38-40 Wellington Street is more simply detailed than the examples cited, but still distinguished by elements such as the striking arched entries to the arcaded side verandahs.

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 property at 38-40 Wellington Street, St Kilda is of historical interest. It has occupied this site since 1908, in an area of Wellington Street which has historically accommodated mixed forms of development. As a duplex pair, the dwellings as a type follow on from the common and historically popular Victorian semi-detached cottages, while also preceding the later Edwardian and interwar semi-detached dwellings. Edward Fitch, of E Fitch & Sons, builders, constructed the pair, and at the time was also based in Wellington Street, at no 44 to the east.

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, although the duplex is relatively modest in size, and simply detailed, it nevertheless represents a finely executed and well resolved pair of Arts and Crafts dwellings. The gables to Wellington Street are well proportioned, with the facades below symmetrically arranged with hooded tripartite windows and striking arched entries to the side verandahs. The form of the verandahs is also of note, with the large arched openings giving the verandahs an open arcaded character, unusual for modest dwellings of this size. Generally, the overall proportions are well balanced, and the symmetry of the design is visually pleasing. The Arts and Crafts styling is in a general sense unusual for a pair of semi-detached dwellings, although more common in St Kilda. The duplex pair also displays a high level of external intactness.

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.

Recommendations

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

Primary source

Lovell Chen, *Heritage review: Wellington, Crimea and Redan Streets, St Kilda*, (Revised) October 2016

Other studies

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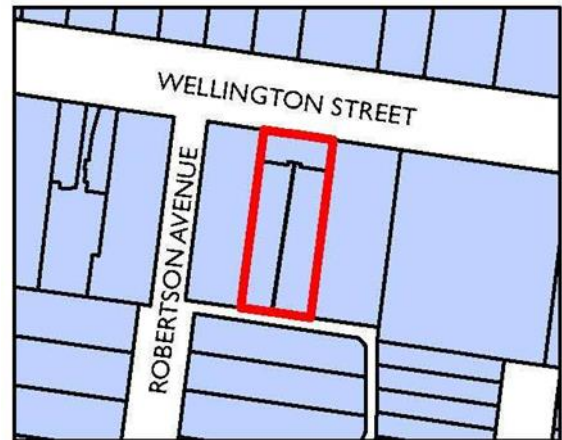
Other images

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City of Port Phillip Heritage Review

Place name: **Albuera Terrace**
Other names: **Terrace Houses**

Citation No:
2378



Address: **56-58 Wellington Street, St Kilda**

Heritage Precinct: Not applicable

Category: **Residential: Terrace Houses**

Heritage Overlay: HO492

Style: **Victorian: Italianate**

Graded as: Significant

Constructed: **c.1888**

Victorian Heritage Register: No

Designer: **Unknown**

Amendment: **C122**

Comment: **New citation**

Significance

What is significant?

Albuera Terrace at 56-58 Wellington Street, St Kilda, constructed in c.1888, is significant. It is a pair of substantial two-storey terrace houses, with secondary rear wings and over-painted rendered walls. The dwellings have double-height verandahs; rectilinear window openings, and entrance doors framed by sidelights and toplights. The roof forms are hipped and slate clad; a high balustraded parapet with a central pediment conceals the roof from Wellington Street. There are also pairs of large, double-width rendered chimneys to the east and west side elevations of the dwellings. The two-storey verandahs have decorative iron work in the form of arched friezes and first floor balustrades. The terrace pair is largely externally intact, as viewed from Wellington Street.

How is it significant?

Albuera Terrace at 56-58 Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

Albuera Terrace at 56-58 Wellington Street, St Kilda, constructed in c.1888, is of historical significance (Criterion A). The property was built when Melbourne's famous 1880s Boom was nearing its end, however the dwellings' large size and high and prominent parapets are reflective of the Boom period optimism and affluence as expressed architecturally. The size of the dwellings is also consistent with their 'main road' address, and association with the historically important Wellington Street. The latter is evident as an early

main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which was removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The subject pair provide evidence of the prestigious residential status of the street in the nineteenth century. Of interest, between 1895 and 1902 no 58 Wellington Street was also briefly a nurses' home.

Architecturally, Albuera Terrace is a largely externally intact pair of two-storey Victorian terrace houses (Criterion E). The dwellings are large and prominent, their presentation to Wellington Street distinguished by double-height verandahs with decorative ironwork, and other Victorian features including symmetrically arranged rectilinear windows, entrance doors framed by sidelights and toplights, and pairs of large double-width rendered chimneys to the side elevations. The prominence is enhanced by the high balustraded parapet with a central pediment and other Victorian detailing. The property is also a representative example of Victorian terraces, incorporating other typical features such as slate clad hipped roof forms and secondary rear wings. (Criterion D)

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.

Albuera Terrace, 56-58 Wellington Street

The pair of two-storey terraces at 56-58 Wellington Street were constructed in c.1888 and named Albuera Terrace (SM). In 1899, the south side of Wellington Street was renumbered and the terraces, originally numbered 53-55 Wellington Street, were renumbered to 56-58 Wellington Street. The terraces were originally single dwellings occupied by William A. Stokes and Mrs Donald McLeod, although between 1895 and 1902, no 58 Wellington Street was occupied as a nurses' home. Mrs Margaret Sargeant was the first matron of the nurses' home, although a year later Miss E Crabtree was matron (later superintendent) (SM).

The pair date from c.1888, constructed when Melbourne's famous 1880s Boom was nearing its end. While the dwellings do not necessarily display some of the more ornate features and detailing which was synonymous with Boom-style terraces, their large size and high and prominent parapet are reflective of the optimism and affluence of the period.

References

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983, 1989*

MMBW Detail Plan No. 1358, City of St Kilda, 1898

Property Service Plan, South East Water

Sands and McDougall Directories (SM), 1887-1910

(1) Albuera, or La Albuera, is in Spain, and was the site of a famous battle in 1811 during the Peninsula War, involving British, Portugese and Spanish forces against the French. See: <http://www.britishbattles.com/peninsula/albuera.htm> (accessed 11 August 2015)

Description

Albuera Terrace at 56-58 Wellington Street, St Kilda, is a pair of substantial two-storey c.1888 terrace houses, with over-painted rendered external walls. The dwellings have double-height verandahs; a symmetrical arrangement of rectilinear window openings at ground and first floor levels with timber-frames and double-hung sashes, or alternately French-style double doors (not original); and entrance doors framed by sidelights and toplights. The roof forms are slate clad, with matching hips to the front part of the terrace pair, and a single long hipped roof to the secondary rear wings. A high balustraded parapet with a central pediment, and dentillated cornice, modillions and urns conceals the roof from Wellington Street. Each terrace also has two large, double-width rendered chimneys with corniced tops, to the east and west side elevations respectively.

The two-storey verandahs have decorative iron work in the form of arched friezes and first floor balustrades, with the exception of the ground floor frieze at no 58 which is a plain arch. The iron work is not consistent between the terraces; earlier streetscape views indicate that the iron work to no 56 is not original, having been replaced between 2007 and 2009. A dentillated string course between ground and first floor levels is also evident in no 56, but not to no 58.

The terrace pair is otherwise largely externally intact, as viewed from Wellington Street. The external plan of the building also appears to be generally intact to that shown on the 1898 MMBW plan, albeit with some changes to the rear.

Both dwellings have front garden setbacks; limited side setbacks; and high solid masonry fences to the Wellington Street boundary which are not original and conceal views of the ground floor facades.

Comparative analysis

Terrace houses, including two-storey terrace pairs, are not uncommon in St Kilda or the broader municipality. There are also a number of examples of two-storey Victorian terraces in Port Phillip, which are graded as 'Significant' heritage properties and provide some comparison with 56-58 Wellington Street, St Kilda.

These include 'Elwood House' at 30-30A Vautier Street, Elwood, a pair of early terraces constructed in 1854-55 (individually listed as HO274). Although substantially earlier than the subject terrace pair, Elwood House has been subject to stages of alterations including being altered in the 1870s (when adapted to a single dwelling), again in 1917-18 (adapted to flats) and then again in 1978 (reverted back to two terraces). Other examples of Victorian terraces include several in South Melbourne, such as 'Mt Durand Terrace' at 152-156 Cecil Street (included in HO440, Emerald Hill Residential Precinct), a row of three large and

ornate terraces constructed in 1884; 'Vermont Terrace' at 37-41 Cardigan Place (included in HO442, Albert Park Residential Precinct), a row of three terraces constructed in 1885 which share a large central triangular pediment; and an earlier terrace row at 15-17 Howe Crescent (included in HO441, St Vincent Place East Precinct), three terraces constructed in 1869. While these cited terraces are all rows of three rather than a pair, the grouping of terraces in pairs, threes and longer rows is a characteristic of the housing type, and highly prevalent in the Victorian streetscapes of inner Melbourne. The terrace dwellings at 56-58 Wellington Street share this general approach, and although less detailed than some of the ornate examples cited above, still compare favourably. They are also generally on par with other 'Significant' terrace houses in Port Phillip.

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.

Albuera Terrace at 56-58 Wellington Street, St Kilda, constructed in c.1888, is of historical significance. The property was built when Melbourne's famous 1880s Boom was nearing its end, however the dwellings' large size and high and prominent parapets are reflective of the Boom period optimism and affluence as expressed architecturally. The size of the dwellings is also consistent with their 'main road' address, and association with the historically important Wellington Street. The latter is evident as an early main road in the 1855 Kearney map of Melbourne. It historically accommodated a tram line, which was removed in the late 1960s, but underscores the importance of the road in the St Kilda context. The subject pair provide evidence of the prestigious residential status of the street in the nineteenth century. Of interest, between 1895 and 1902 no 58 Wellington Street was also briefly a nurses' home.

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

Not applicable.

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

Not applicable.

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

The property is also a representative example of Victorian terraces, incorporating other typical features such as slate clad hipped roof forms and secondary rear wings.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Albuera Terrace is a largely externally intact pair of two-storey Victorian terrace houses. The dwellings are large and prominent, their presentation to Wellington Street distinguished by double-height verandahs with decorative ironwork, and other Victorian features including symmetrically arranged rectilinear windows, entrance doors framed by sidelights and toplights, and pairs of large double-width rendered chimneys to the side elevations. The prominence is enhanced by the high balustraded parapet with a central pediment and other Victorian detailing.

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.

Recommendations

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

Primary source

Lovell Chen, *Heritage review: Wellington, Crimea and Redan Streets, St Kilda*, (Revised) October 2016

Other studies

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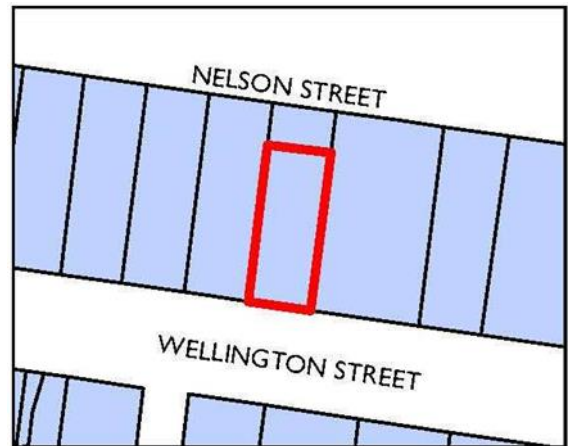
Other images

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City of Port Phillip Heritage Review

Place name: Houses
Other names: Residence

Citation No:
2379



Address: 59-59A Wellington Street,
St Kilda

Category: Residential: House

Style: Victorian

Constructed: c.1885, c.1909

Designer: Unknown

Amendment: C122

Comment: New citation

Heritage Precinct: Not applicable

Heritage Overlay: HO496

Graded as: Significant

Victorian Heritage Register: No

Significance

What is significant?

The pair of houses at 59-59A Wellington Street, St Kilda are of local significance. The building was constructed in c.1885 as a two-storey villa, which was later adapted and extended or rebuilt to form two dwellings, including the addition of an extra bay to the west side. As it currently presents to Wellington Street, the building has a generally symmetrical two-storey form, with rendered external walls, a slate clad main hipped roof, two-storey verandah with decorative iron work, rectilinear windows at first floor level, two large canted bay windows at ground floor level and separate entrance doors. While an addition, the western bay is of some age and appears to have been constructed in the early twentieth century.

How is it significant?

The houses at 59-59A Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

The property at 59-59A Wellington Street, St Kilda, is of local historical significance. It was originally constructed in c.1885 as a single dwelling, one of a number of Victorian residential dwellings in Wellington Street at this time. It was subdivided into two dwellings in c.1909, with the western bay added between 1909 and c.1925-35 to accommodate this change.

Architecturally, the property presents as a generally symmetrical two-storey form distinguished by a two-storey verandah with decorative iron work, canted bay windows and a slate clad roof. While not the

original form of the building, the presentation of the facade with the western bay addition, is demonstrative of the early subdivision of the building and represents a comparatively early change in the history of the property.

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.

Houses, 59-59A Wellington Street

The first listing for a building at 59 Wellington Street (then numbered 39 Wellington Street) in the *Sands & McDougall Directories* is in c.1885 (SM). At this time it was a single dwelling occupied by Mrs Sarah Buckland. The north side of Wellington Street was renumbered in 1891, at which time the dwelling was renumbered no 59 and was occupied by Mrs E. Stubb. On the basis of the Property Service Plan, it appears that the building was divided into two separate dwellings in 1909. However, the first listing for two separate dwellings at 59 and 59A Wellington Street in the *Sands & McDougall Directories* was in 1915, when 59 Wellington Street was occupied by Mrs M. McGrath and 59A Wellington Street was occupied by Mrs A.V. Webb.

References

c.1925 aerial view of St. Kilda Junction and Junction Oval, State Library of Victoria

Kearney map (1855), State Library of Victoria

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 969, City of St Kilda, 1896

Property Service Plan, South East Water

Sands and McDougall Directories (SM), 1879-1915

Description

The building at 59-59A Wellington Street, St Kilda, has a generally symmetrical two-storey form, with rendered external walls, a slate clad main hipped roof, two-storey verandah with decorative iron work, rectilinear windows at first floor level, two large canted bay windows at ground floor level, and separate entrance doors of Victorian form. It also has a front garden setback. The building currently presents to Wellington Street as a Victorian terrace pair, albeit of unusual form.

This presentation to Wellington Street is not original, but appears to date to the early twentieth century. The history of the building (see below) reveals that it was originally a single dwelling as constructed in c.1885, before being subdivided internally into two separate residences in 1909. This involved adding an extra bay to the west side, into what was originally a side setback, and extending the facade to the west property boundary, together with the verandah and roof section over. In addition to the western extension of the building, an additional entrance door, window at first floor level and the canted bay windows were all added later, presumably at the time the building was subdivided into two dwellings. These works appear to have occurred sometime between 1909 and c.1925-35, as the existing building footprint is evident on a c.1925-35 aerial image of Wellington Street. It remains unclear however whether the c.1885 building was modified to the current form, or if the original building was substantially/ totally rebuilt as the existing front setback and overall building footprint remains the same as the original building form.

The rear of the building, not visible from Wellington Street, has been altered and the front fences are not original.

Comparative analysis

There are several examples in Port Phillip of single dwellings which have been subdivided into multiple dwellings or which were constructed as dual occupancy buildings. These include 106 Tennyson Street, Elwood, which was constructed as one of a row of three two-storey terraces constructed in 1890 and converted into a pair of flats in c.1925. These terraces at 104-108 Tennyson Street are individually identified as HO437 in the schedule to the Heritage Overlay of the Port Phillip Planning Scheme. Other examples of purpose built multiple-occupancy buildings include the flats at 57 Acland Street, St Kilda, constructed in 1915 as a 'two flat home' (included in HO5, St Kilda Hill Precinct); and the flats at 199 Beaconsfield Parade, South Melbourne, constructed in c.1920 and massed to present the separate flats as a single house (included in HO444, Middle Park and St Kilda West Precinct).

Terrace houses, including two-storey terrace pairs, are not uncommon in St Kilda or the broader municipality. The pair of two-storey terraces at 56-58 Wellington Street are comparative examples of Victorian terraces in the vicinity.

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 property at 59-59A Wellington Street, St Kilda, is of local historical significance. It was originally constructed in c.1885 as a single dwelling, one of a number of Victorian residential dwellings in Wellington Street at this time. It was subdivided into two dwellings in c.1909, with the western bay added between 1909 and c.1925-35 to accommodate this change.

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.

Architecturally, the property presents as a generally symmetrical two-storey form distinguished by a two-storey verandah with decorative iron work, canted bay windows and a slate clad roof. While not the original form of the building, the presentation of the facade with the western bay addition, is demonstrative of the early subdivision of the building and represents a comparatively early change in the history of the property.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

Recommendations

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

Primary source

Lovell Chen, *Heritage review: Wellington, Crimea and Redan Streets, St Kilda*, (Revised) October 2016

Other studies

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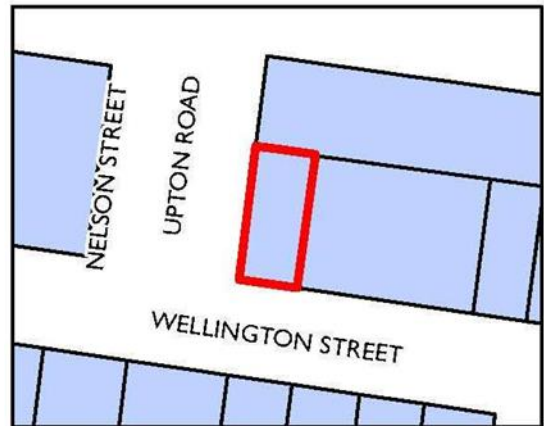
Other images

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City of Port Phillip Heritage Review

Place name: Shops and flats
Other names: -

Citation No:
2380



Address: 81-81A Wellington Street,
St Kilda

Heritage Precinct: Not applicable

Category: Residential: flats, Commercial:
shops

Heritage Overlay: HO493

Style: Interwar

Graded as: Significant

Constructed: 1930

Victorian Heritage Register: No

Designer: Unknown

Amendment: C122

Comment: New citation

Significance

What is significant?

The building at 81-81a Wellington Street, St Kilda, constructed in 1930, is significant. It is a substantial two-storey brick building, comprising two separate retail tenancies at ground floor level, entered from Wellington Street, and residential accommodation above. The building is generally simply detailed, with a symmetrical presentation across the wide principal frontage, and a large and dominant single-hipped tile-clad roof to the main building component. A rear secondary wing, with a hipped roof form, is visible to Upton Road. The first floor to Wellington Street comprises deep roofed balconies with patterned masonry and rendered balustrades. The balconies are flanked by brick piers, with alternating protruding brick courses, a pattern used elsewhere in the building, including to the brick porch surrounds to the residential entrance on Upton Street. Windows include timber-framed doubled hung sashes, in boxed frames, and multi-paned glazing. The building has a comparatively high level of external intactness.

How is it significant?

The building at 81-81a Wellington Street, St Kilda is of local historical and architectural significance to the City of Port Phillip.

Why is it significant?

The building at 81-81a Wellington Street, St Kilda is of historical significance (Criterion A). The building has occupied this site since 1930, in an area of Wellington Street which has historically accommodated mixed forms of development, including commercial development. It is also an example of a purpose-built

combined shops and residential building, constructed in the 1930s to a main road in St Kilda, and is one of a number of similar contemporary developments in the suburb in this period. Historically, the property has been used as a shop since at least the turn of the nineteenth century, and interestingly for many decades was occupied by a fruiterer/greengrocer, including Frank Avitabile who built, and then operated out of, the subject building. Various tenancies occupied the building until recent times, with the current use as a cafe and delicatessen continuing the retail use.

Architecturally, 81-81a Wellington Street, St Kilda is significant as a largely externally intact and substantial 1930 brick corner building which historically combined shops at ground floor level, with residences above (Criterion E). It is a simply detailed yet well resolved interwar building, with a symmetrically composed presentation to Wellington Street. It compares favourably with several other similar developments in St Kilda in the 1930s, which share characteristics such as brick construction and balconies to the first floor residential spaces. The building is distinguished by its wide principal frontage with a large and dominant single-hipped tiled roof above. Details of note include the deep roofed balconies with patterned rendered masonry balustrades; brick piers with alternating protruding brick courses; the stepped entrance porch to the first floor residences on the west elevation, framed by patterned brickwork; and timber-framed multi-paned windows in boxed frames. The building is also prominently located and highly visible to its corner site, with views of the long west elevation enhancing its prominence.

81-81a Wellington Street is also of local architectural significance, as a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies (Criterion D).

Thematic context

Victoria's framework of historical themes

- 5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
- 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: 5.4 Depression and recovery: the inter-war years

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.

Shops & flats, 81-81A Wellington Street

At the turn of the nineteenth century and throughout the 1910s and 20s, the property on the corner of Upton Road (then St David Street) was occupied by a shop. The occupants varied throughout this time, but the shop was consistently a fruiterer/greengrocer (SM). The shop was immediately adjacent to the Royal Mail Hotel at 83-85 Wellington Street, which is no longer extant (MMBW).

The current substantial brick building was constructed on this site in 1930 for Frank Avitabile; he was again a greengrocer and fruiterer. The building incorporated two separate retail tenancies, with residential accommodation above. Avitabile had, for a time, occupied the previous shop on this site and was listed in the *Sands & McDougall Directories* as one of the occupants of 81 and 81a Wellington Street until at least 1945. Subsequently, C.F. Avitabile, grocer, and assumed to be the son or daughter of Frank, was variously listed as one of the occupants of the property in the 1950s-1970s (SM). Occupants of the other tenancy included in 1930, a dairy purveyor; and in 1935, a hairdresser. By 1974 no 81 Wellington Street was occupied by C.F. Avitabile as a milk bar (SM).

It has occupied this site since 1930 in an area of Wellington Street which has historically accommodated mixed forms of development. The mixed uses were in part due to the tram route along the street, and the attraction this held for commercial development.

References

Kearney map (1855), State Library of Victoria

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983*, 1989

MMBW Detail Plan No. 968, City of St Kilda, 1896

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Property Service Plan, South East Water

Sands and McDougall Directories: 1930-1974

Description

The property at 81-81a Wellington Street, St Kilda is a substantial brick two-storey building constructed in 1930, and comprising two separate retail tenancies at ground floor level, entered from Wellington Street, and residential accommodation above. The building is generally simply detailed, with a symmetrical presentation across the wide principal frontage, and a large and dominant single-hipped tile-clad roof to the main building component. A rear secondary wing is visible to Upton Road; this too has a hipped roof form and a slender brick chimney to the west roof plane, expressed in a chimney breast to the west wall of the building. The ground floor shopfronts are modern, with large expanses of metal-framed glass, and boxed awnings over with shop signage. The first floor to Wellington Street is original, and comprises deep roofed balconies with patterned masonry balustrades, which are rendered over. The balconies are flanked by brick piers, with a pattern of alternating protruding brick courses. Original windows include timber-framed doubled hung sashes, in boxed frames, and multi-paned glazing. The original stepped entrance porch to the first floor residences is also located on the west elevation, and is framed by brickwork, again patterned with alternating brick courses. Timber skillion additions are located to the rear.

The building has no setback to Wellington Street, or to Upton Road on the west side, for the front part of the building.

Save for the non-original shopfronts at ground floor level, the building has a comparatively high level of external intactness.

Comparative analysis

There are several examples of interwar buildings with shops and residences above in St Kilda, which are graded as 'Significant' heritage properties in Port Phillip, and provide some comparison with 81 Wellington Street. These include Boncap, at 49 Fitzroy Street, St Kilda (included in HO5), a 1935 three storey building with shops to the ground floor, flats above, and bachelor flats to the rear. It is in the Functionalist style. There is also the two storey shops constructed in 1930 in the Art Deco style at 81-85 Acland Street, St Kilda (included in HO5); and Acland Court, two storey shops with flats above constructed in 1935 in the Spanish Mission style at 91-93 Acland Street, St Kilda (also included in HO5).

Tecoma Court at 16-20a Wellington Street, St Kilda (not currently a graded building or included in the Heritage Overlay to the Port Phillip Planning Scheme, but identified as 'Significant'), is also a two-storey interwar brick building with shops/retail spaces to the ground floor and residential flats above.

All these examples were built in the 1930s, and are generally contemporary with 81 Wellington Street. The examples also differ in style, but share a common brick construction material, shopfronts to the ground floor facade, separate entrances to the residences, and balconies to the flats above (save for 81-85 Acland Street), as well as a similar degree of external intactness.

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 building at 81-81a Wellington Street, St Kilda is of historical significance (Criterion A). The building has occupied this site since 1930, in an area of Wellington Street which has historically accommodated mixed forms of development, including commercial development. It is also an example of a purpose-built combined shops and residential building, constructed in the 1930s to a main road in St Kilda, and is one of a number of similar contemporary developments in the suburb in this period. Historically, the property has been used as a shop since at least the turn of the nineteenth century, and interestingly for many decades was occupied by a fruiterer/greengrocer, including Frank Avitabile who built, and then operated out of, the subject building. Various tenancies occupied the building until recent times, with the current use as a cafe and delicatessen continuing the retail use.

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.

81-81a Wellington Street is also of local architectural significance, as a representative example of a combined shops and flats building, incorporating shops to ground floor level, and a separate entrance to the flats above, which in turn feature balconies.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

81-81a Wellington Street, St Kilda is significant as a largely externally intact and substantial 1930 brick corner building which historically combined shops at ground floor level, with residences above. It is a simply detailed yet well resolved interwar building, with a symmetrically composed presentation to



Wellington Street. It compares favourably with several other similar developments in St Kilda in the 1930s, which share characteristics such as brick construction and balconies to the first floor residential spaces. The building is distinguished by its wide principal frontage with a large and dominant single-hipped tiled roof above. Details of note include the deep roofed balconies with patterned rendered masonry balustrades; brick piers with alternating protruding brick courses; the stepped entrance porch to the first floor residences on the west elevation, framed by patterned brickwork; and timber-framed multi-paned windows in boxed frames. The building is also prominently located and highly visible to its corner site, with views of the long west elevation enhancing its prominence.

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.

Recommendations

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

Primary source

Lovell Chen, *Heritage review. Wellington Crimea and Redan streets, St Kilda*, (Revised) October 2015

Other studies

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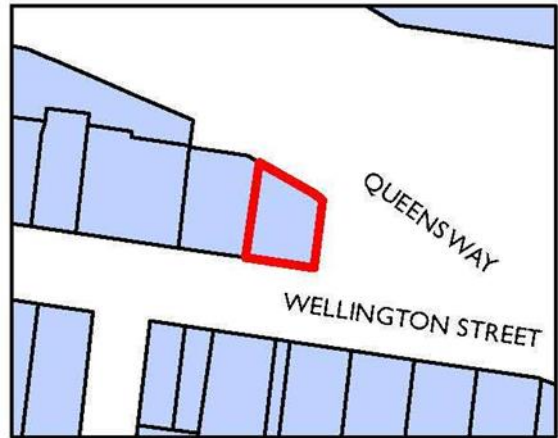
Other images

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City of Port Phillip Heritage Review

Place name: House
Other names: -

Citation No:
2381



Address: 129 Wellington Street, St Kilda

Heritage Precinct: Not applicable

Category: Residential: House

Heritage Overlay: HO494

Style: Victorian: Italianate

Graded as: Significant

Constructed: c.1885

Victorian Heritage Register: No

Designer: Unknown

Amendment: C122

Comment: New citation

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 Directories* 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

Longmire, Anne, *St Kilda: The Show Goes On, The History of St Kilda, Vol 3, 1930-1983, 1989*

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.

Recommendations

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

Primary source

Lovell Chen, *Heritage review: Wellington, Crimea and Redan Streets, St Kilda*, (Revised) October 2015

Other studies

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Other images

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