Port Fairy Heritage Citations 2015

September 2015

Background

Moyne Shire Stage Two Heritage Study (2006)

The *Moyne Shire Stage Two Heritage Study* (hereafter referred to as the 2006 Study) prepared by Helen Doyle in Association with Context was completed in 2006.

Since the completion of the 2006 Study, Moyne Shire Council has undertaken two further heritage reviews, completed in 2012 and 2013 (see below).

Port Fairy Heritage Review (2012)

Heritage Matters Pty Ltd was appointed to undertake a review and rationalisation of heritage precincts included in the former Borough of Port Fairy, consisting of one residential precinct (HO13) and one commercial precinct (HO14).

The review recommended that the existing two large Heritage Overlay areas should be replaced with 19 new heritage precincts. The Port Fairy Heritage Review prepared new statements of significance and precinct plans for the 19 new precincts.

2013 Review

The *Moyne Shire Heritage Study Review* 2013 (the 2013 Review) was prepared by Context Pty Ltd with David Helms. The 2013 Review reviewed the precincts and individual places recommended for inclusion in the Schedule to the Heritage Overlay by the 2006 study, and undertook the assessment of one new precinct.

2014 Council Resolution

Moyne Shire Council resolved in 2014 to prepare a Planning Scheme Amendment (C55) which added to the Heritage Overlay of the Moyne Planning Scheme 8 new individual heritage places in the Port Fairy area recommended by the 2006 study and the 2013 study. It also resolved to add to the Heritage Overlay 16 of the 19 precincts recommended in the *Port Fairy Heritage Review* (2012). One of these is an extension of the existing Port Fairy Commercial Precinct (HO14), which is re-named Commercial Precinct Port Fairy.

Introduction

This report contains the citations for individual places and precincts of local heritage significance assessed by the 2006 Study, the Port Fairy Heritage Review and 2013 Review for the locality of Port Fairy.

It contains citations for all of the heritage places and precincts proposed for inclusion in the Heritage Overlay by Amendment C55 to the Moyne Planning Scheme.

NOTE: This report does not contain citations for individual places already included in the Heritage Overlay.

Purpose

The heritage place citations provide a description of the history of the heritage place and its surviving fabric (including buildings, trees, fences, etc.) and, on this basis, provide an assessment of the significance of the place.

The purpose is to assist Council, property owners and managers and other key stakeholders in making decisions about the future use, development or management of the place by providing information about the significant heritage values that should be considered when preparing a development application in accordance with the Moyne Planning Scheme, or whether a permit exemption may be considered.

How to use

Introduction

The citations are listed by address. Precincts are listed first and include the precinct maps, which show the Significant, Contributory and Non-contributory places within the precinct.

The citations use a standard report layout provided by the Hermes Heritage Database. In summary, the citations explain the reasons why the places are significant and provide recommendations for future conservation and management. The information that will be relevant to most users is included under the following headings:

- History

- Description

- Statement of Significance.

NOTE:
While effort has been made to ensure that the information contained in the citations is accurate, it is possible that more detailed investigation may reveal further information about the significance of the place. For example, internal inspection was not made of buildings at the time of initial assessment. In the time since the place was first assessed it is also possible that the condition of buildings or trees may have changed.

The information contained in the citation should therefore be reviewed at the time that it is proposed to make changes to the property. This would likely require a more detailed assessment of any significant or contributory element that is affected by any proposed buildings or works.

History

This provides a history of place on the basis of the information available at the time of that it was originally identified and assessed. It is not intended as a complete history of the place, but rather an outline of the key events and influences that shaped its development. For example, the history would not usually provide a description of all of the owners of a place, but rather of those that were associated with key periods in its

development, usually when it was first constructed or established, and when key changes or improvements were made. The extent of history depends on the availability of primary and secondary source material about a place.

Description

This provides a description of all the surviving physical fabric (such as buildings, trees, fences, etc.) that illustrates the history of the place and contributes to its significance. It may also describe elements that are considered intrusive or non-contributory to significance. Note: Further investigation may be required as outlined above.

Statement of significance

The statement of significance is based upon the information known about a place including its history and the surviving physical fabric that illustrates that history. On this basis, it seeks to describe the principal reasons for the significance of the place and is intended to be:

> *... a brief, pithy but comprehensive statement of all the ways in which the place is significant. It should not just be a list of every conceivable reason for significance that the assessor can think up, however, it must state clearly and unequivocally the major reasons why the place is important. It must be supported by the presentation of sufficient evidence to justify the assessment judgement.* (Pearson & Sullivan, 1995)

The citations use the Heritage Victoria format of '*What*, *How* and *Why*', as follows:

- *What is significant*? This includes a statement that describes the features or elements that contribute to the significance of the place. It may also include a statement to specify features that do not contribute to the significance of a place. Some citations may also include a summary of the history of the place or precinct.

- *How is it significant*? This is a short statement that identifies the values – historic, aesthetic, architectural, technical, scientific, social or spiritual – that are associated with the place or precinct, and whether it is of local or State significance.

- *Why is it significant*? This provides statement/s for each or the values listed in 'How' with specific reference back to the features described in 'What'. The statement/s describe how the place or precinct is considered to meet relevant RNE criteria, which are listed at the end of each statement.

Recommendations

This provides recommendations for inclusion to any statutory registers including:

- The Heritage Overlay (Clause 43.01) of the Moyne Planning Scheme (also shown as PS on the front page of the citation below the image) and the specific controls (e.g. interior controls, tree controls etc.) that should apply in addition to the general HO controls in Clause 43.01.

Sources

Context Pty. Ltd., *Moyne Shire Heritage* Review, prepared for Moyne Shire Council, 2013

Helen Doyle in Association with Context Pty. Ltd., *Moyne Shire Heritage Study Stage 2* 2006, prepared for Moyne Shire Council, 2006

Heritage Matters Pty. Ltd., *Port Fairy Heritage Review 2012,* prepared for Moyne Shire Council, 2012

INDEX TO CITATIONS

Precinct citations

No.	Name	Address	Locality	Proposed HO number	Page No.
Port Fairy					
1	Bank Street West Precinct	Bank Street & Villiers Street	Port Fairy	HO50	7
2	Barclay Street Precinct	Barclay Street	Port Fairy	HO52	13
3	Botanic Gardens and Griffiths Street Precinct	Griffiths Street & Bourne Avenue	Port Fairy	HO56	18
4	Campbell Street Precinct	Campbell Street, James Street & Union Street	Port Fairy	HO53	27
5	Commercial Precinct	Bank Street, Barclay Street, Cox Street & Sackville Street	Port Fairy	HO14	34
6	Corbett Street Precinct	Corbett Street	Port Fairy	HO54	48
7	Cox Street Precinct	Cox Street	Port Fairy	HO55	52
8	Gipps Street and Moyne River Precinct	Bank Street, Campbell Street, Cox Street, Gipps Street, Griffith Street & Moyne River	Port Fairy	HO51	62
9	James Street Precinct	James Street	Port Fairy	HO57	79
10	Princes Highway Precinct	Albert Road, Albert Street, Cox Street, Regent Street, Rosebrook Road & Uebergang Road	Port Fairy	HO49	86
11	Princes Street Precinct	Princes Street	Port Fairy	HO68	95
12	Regent Street Precinct	Regent Street	Port Fairy	HO69	100
13	Ritchie Court Precinct	Ritchie Court	Port Fairy	HO70	107
14	Sackville Street Precinct	Sackville Street	Port Fairy	HO71	112
15	William Street Precinct	William Street	Port Fairy	HO73	120
16	Wishart Street Precinct	Wishart Street	Port Fairy	HO74	127

Individual Place citations

No.	Name	Address	Locality	Proposed HO number	Page No.
Port Fairy					
1	Sandhills Cemetery	Old Portland coast road (west of Port Fairy on private property; Allotment 2B, Section C, Parish of Belfast)	Port Fairy	HO60	133
2	Bluestone Bridge	Princes Highway (north side, approximately 100m west of 2838 Princes Highway)	Port Fairy	HO67	136
3	Driscoll's Cottage	2532 Princes Highway	Port Fairy	HO62	139
4	Stone Farmhouse	2747 Princes Highway	Port Fairy	H263	142
5	Stone farmhouse 'Dura'	2751 Princes Highway	Port Fairy	HO64	145
6	Leura Homestead	2974 Princes Highway	Port Fairy	HO65	148
7	Boodcarra Homestead and garden	3098 Princes Highway	Port Fairy	HO66	152
8	Stone cottage, drystone wall and trees	122 Toolong Road	Port Fairy	HO72	155

HERITAGE CITATION REPORT

Name   Bank Street West Precinct

Address   24 VILLIERS STREET, PORT FAIRY 66-98 & 67-97   **Significance Level**   Local
                BANK STREET, PORT FAIRY

Place Type Residential Precinct,War Memorial

Citation Date   2012

Bank Street

Recommended   **VHR** No **HI** No **PS** Yes
Heritage Protection

History and Historical Context

Bank Street, always an important street, has become the principal entrance into Port Fairy from the Princes Highway (Albert Street) which reflects the rise in motor vehicle traffic in the twentieth century especially after World War Two. Banks, shops and hotels always dominated the commercial, eastern end of Bank Street. The western end between William and Villiers Streets has always been more residential, with some prestige coming from the elevated location between Albert and Villiers Street created by a basalt reef and the proximity of the Anglican parsonage. When the great Syndicate Sale occurred in 1885 the auctioneer's map indicates that about half the land in this precinct had already been sold. (*Town of Belfast*, Sands and Mcdougall, 1885) Most of the land which was for sale was tenanted and buildings are indicated on some of the allotments.

One of the more interesting older structures is Aldersyde, the timber house at No. 24 Villiers Street. It was built in 1856 as a school and residence to be conducted by Mrs Sophia Dorothea Heatley and her daughters, 'Dublin people, highly

educated and accomplished, true gentlewomen, admirable in every way'. (Syme, *Seeds of a Settlement,* 1991, p. 93; Brown, 1990, p. 35) The 'Boarding and Day School for Young Ladies' had opened in 1855 in part of the Reverend Dr Craig's pair of stone cottages immediately to the east at Nos. 32-34 Albert Street but soon moved. Craig was the first Presbyterian Minister and these cottages, high on the basalt reef, looked towards the rear of the 1854 Presbyterian Church and over the quarry where the stone to build the church was dug. In her diary, later published as *A Port Fairy Childhood 1849/60,* Margaret Emily Brown, a pupil at the school and a life-long friend of the Heatleys recalled the crowds of pupils as 'wild and unbroken colts . some full of vice . some, who having been brought up on distant stations with no women near them had the reputation of being able to smoke and drink and swear with any bullock driver'. (Brown, 1990, p. 36) She goes on to recall in detail the fighting in the abandoned quarry between these 'young ladies' and those of Mrs Ladd's school, then at Nos. 32-34 Albert Street, including the intervention of Rev Dr Craig. There were several of these private ladies 'seminaries' run by genteel and sometimes maiden ladies, one of the few respectable roles available to such women. (Sayers, after Earle, 1973, p. 63)

The small timber cottage at No. 77 Bank Street, although now much altered, is also likely to date from the 1850s. It was once occupied by part of the large Perry family, who followed various trades and is now the home of a retired fisherman. (Syme, 1991, p. 86; 'Mrs Perry's home', SLV H2008.75/41) The whole of lot 10 of section 8 was occupied at the time by a person called 'Stevens'. (Groshinski Map, 1853) It was occupied in 1885 by William Perry, probably the son of John Perry, a stonemason and his wife Jane. From rate book evidence, there may have been many more timber cottages in this part of Bank Street. More stone cottages have survived notably Koroit Cottage at No. 71 Bank Street and its neighbour at No. 73 Bank Street which date from the mid-1850s. This land, as one allotment, is marked as occupied by 'Mr Law' in one of the earliest maps of Port Fairy. (Groshinski Map, 1853) The substantial cottage at No. 94 Bank Street, located on the highest point in Port Fairy, dates from 1857 and its history is typical. 'William Young, the manager of the Bank of Victoria, purchased [the land] in 1853 for 105 pounds. The purchase was either a speculative investment, or a site for a future house. Young sold the land to John Thomas Wild, a watchmaker in August 1855. The property then included a pair of wooden cottages of two rooms each.' (Syme, 1991, p. 91) Wild soon built the present dwelling which was rented by his wife, in various arrangements, until it was sold in 1884 to Isaac Smale, Superintendent of the Harbour Works. Smale sold to Peter Martin in 1894. Sections of the house have been demolished and extra land has been consolidated. In 1938 it was owned by William McGregor. Several houses were built in the Edwardian period, a period of some prosperity in Port Fairy, and several earlier cottages had front verandahs added. Other houses were built in the interwar period and after World War Two. All these were modest single family dwellings. Some cottages have been converted to short term holiday accommodation, reflecting the changing tourism role of Port Fairy. A windmill was located on the north-east corner of Bank Street and Albert Street. (Syme, 1991, p. 52) In 1885 this site was partly owned and all occupied by William Webb. A late nineteenth century house survives, probably built after the 1885 land sale, now with extensive modern additions. The only commercial building in the precinct is a milk-bar, attached to the Edwardian timber extension of the stone dwelling at No. 83 Bank Street which was relocated before World War Two. It is now closed and derelict.

The Port Fairy memorial to the Great War was located at the intersection of Bank and Albert Street, one of the town's most important crossroads and highest points, as a result of popular opinion. 'Erected by their compatriots' it represents the very deep feeling over the soldiers and sailors who had enlisted and those who died. From the 1920s, it was associated with a traditional avenue of honour between Bank Street and Uebergang Streets. The *Cupressus macrocarpa* (Monterey Cypress) were removed in the early 1990s and replaced with *Lophostemon confertus* (Brush Box). The memorial was altered to include the names of those who served and died in the Second World War. It is the focus of services on Anzac Day and Armistice Day. Looking down Bank Street with a bowed head, the statue embodies much about the intangible cultural heritage of the town.

References

Brown, Margaret Emily, *A Port Fairy childhood 1849/60: The memoirs of Margaret Emily Brown (Youngman)*, with an introduction by Jan Critchett, Port Fairy Historical Society, Port Fairy, 1990.

Groshinski Map 1853

Powling, Lillian, 'Mrs Perry's home', colour slide, SLV, H2008.75/41,
http://search.slv.vic.gov.au/primo_library/libweb/action/dlDisplay.do?vid=MAIN&reset_config=true&docId=S
LV_VOYAGER1809638, accessed 15/7/2012

Sayers, C.E. (ed.), *Earle's Port Fairy*: a history by William Earle, Olinda Public Relations Pty Ltd, 1973 (first published 1896)

Sands & McDougall, *Suburban and Country Directory*: *Town of Belfast*, Sands & McDougall, Melbourne, 1885.

Sands and McDougall, *Directories*, various.

Syme, Marten A., *Seeds of Settlement: Buildings and inhabitants of Belfast Port Fairy in the nineteenth century,* Roebuck Society Publication No. 43, Melbourne 1991.

Description

Physical Description

Bank Street West runs approximately east-west from William Street to College Street. The bitumen pavement is relatively wide, with grassy verges on either side. Other than at the intersection with the Highway, no concrete curb and channel or guttering is evident, creating a more rural open streetscape. Power lines are located on the north side only, the poles being a mix of timber and concrete, with street lights attached to the poles. Concrete footpaths are located on both sides of Bank Street, between Princes Highway and William Street, and there is a concrete footpath on the north side in the western end of the precinct. Most crossovers are unsealed, and mainly gravel.

The housing stock is mixed, ranging from small early stone and timber cottages, such as the Late Georgian stone cottages at Nos. 72 and 94 Bank Street, through to late Victorian and Edwardian houses and some post World War Two structures. Often these are located at the front of large allotments with old-fashioned gardens including fruit trees at the rear. Importantly, except for the pair of stone cottages at Nos. 81-83 Bank Street, all of the houses are still single-storey, single dwellings with a range of standard setbacks, front gardens and discrete car access and parking. There is only one original nineteenth-century fence, a substantial stone wall at No. 94 Bank Street, and there are several original mid-twentieth-century fences. Importantly for its Modernist aesthetic, No. 95 Bank Street has no front fence. However, most fences are appropriate for their style and scale, being low or very low.

A war memorial, comprising a stone pedestal with the names of those who served and a white marble soldier facing the centre of town, dominates the precinct. It is located at the crossroads of the town, on the north-east corner of Princes Highway and Bank Street, at the highest point in Port Fairy. The fence around the memorial is constructed from the bases of original nineteenth century cast iron lamp-posts from Bank Street with heavy chains between. The whole is painted silver. The memorial is always impeccably maintained. The *Araucaria heterophylla* (Norfolk Island Pine) in the front garden of No. 24 Villiers Street is one of the tallest and finest in Port Fairy and would be one of the oldest surviving if it were planted in 1856, the date of construction of Aldersyde, but the date of its planting is not known. The cypress hedge is probably later but also contributes to the traditional garden design.

Significant to precinct:
- Timber House (aluminium cladding), 69 Bank Street
- Timber House, 70 Bank Street

- Koroit Cottage, 71 Bank Street
- Timber House (Clad), 73 Bank Street
- Timber House, 75 Bank Street
- Timber Cottage, 77 Bank Street
- Stone Cottage, 79 Bank Street
- Stone & Timber Cottage, 81 Bank Street
- Stone House, 83 Bank Street
- Timber House, 87 Bank Street
- Timber House, 89 Bank Street
- Timber House, 93 Bank Street
- Stone House, Stone Boundary Walls, 94 Bank Street
- Timber House, 95 Bank Street
- War Memorial, Bank Street & Princes Highway

- *Olea europa* subspecies *europa* (Olive Tree), Villiers & Bank Streets (north- west corner)
- Aldersyde, House & Garden, 24 Villiers Street
- *Auracaria heterophylla* (Norfolk Island Pine), 24 Villiers Street

Contributory to precinct:
- Brick House, 66 Bank Street
- Timber House, 67 Bank Street
- Timber House, 68 Bank Street
- Stone Cottage, 72 Bank Street
- Timber House, 76 Bank Street
- Timber Cottage, 85 Bank Street
- Timber House, 90 Bank Street
- Conite House, 91 Bank Street
- Timber House, 92 Bank Street
- Timber Cottage, Part 104 Bank Street
- Stone Gutters, Bank Street

Non-contributory to precinct:
- House, 78 Bank Street
- House, 80 Bank Street
- House, 96 Bank Street
- House, 97 Bank Street
- Road Reserve, Earle Street
- House, 2A Earle Street
- Road Reserve, Villiers Street & Bank Street

Statement of Significance

What is significant?
The Bank Street West Precinct, which is situated between William Street to the east and College Street to the west, is the modest residential section of what has always been one of the most important streets in Port Fairy. Indications of the respectable and salubrious character of the area are the former Anglican vicarage at No. 23 College Street and the Port Fairy Hospital at No. 30 Villiers Street (identified under adjacent individual Heritage Overlays). As the highest point in the town and situated at an important crossroad, the intersection of Albert and Bank Streets was chosen by a ballot in the early 1920s for the War Memorial which remains a simple but essential symbol of the town's intangible cultural values

from both World Wars. It terminates the Avenue of Honour.

The key heritage characteristics and elements of the Bank Street West Precinct are:

- The representative collection of modest residential development from key periods of Port Fairy's development: 1850s, 1870s, 1890-1910, 1920s-1930s, and 1950s.

- The largely consistent vernacular style, detached form and single-storey scale of dwellings within the precinct.

- The relative intactness of the precinct to its mid-twentieth century state, with no prominent infill buildings or intrusive additions.

- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.

- The country town quality arising from the wide streets, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.

- The War Memorial with its associated landscaping.

- Aldersyde, No. 24 Villiers Street, the *Araucaria heterophylla* (Norfolk Island Pine) and the Cypress hedge in the front garden.

- The large Edwardian house at No. 87 Bank Street.

- The *Olea europea* subspecies *europea* (Olive) tree in Villiers Street

- Tennant Residence, Modernist house at No. 95 Bank Street.

The other housing stock includes a range of small cottages and houses, both stone and timber, with perhaps the most prominent being the limestone and bluestone house at No. 94 Bank Street with its large walled yard. By contrast, the simple post World War Two bungalow at No. 95 Bank Street with its shallow sloping roof, light-weight construction, large windows and a car-port incorporated into the massing typifies Modernist ideals. The cottages, including two pairs, between Nos. 71 and 83 Bank Street are one of the longest rows surviving anywhere in Port Fairy. The *Olea europea* subspecies *europea* (Olive) tree in Villiers Street is the only example in Port Fairy other than those at the east end of Cox Street. The building stock in the precinct remains substantially intact with most dwellings retaining a good degree of integrity. Most are in good if not very good condition.

Significant places
69, 70, 71, 73, 75, 77, 79, 81, 83, 87, 89, 93, 94 & 95 Bank Street
War Memorial, Bank Street & Princes Highway
Olea europa subspecies *europa* (Olive Tree) , Villiers & Bank Streets (northwest corner)
Aldersyde, House & Garden, 24 Villiers Street, 24 Villiers Street
Auracaria heterophylla (Norfolk Island Pine), 24 Villiers Street

Contributory places
66, 67, 68, 72, 76, 85, 90, 91, 92, part 104 Bank Street
Road Reserve, Bank Street Stone Gutters, Bank Street

Non-contributory places

78, 80, 96 & 97 Bank Street
Road Reserve, Earle Street
2A Earle Street
Road Reserve, Villiers Street

How is it significant?
The Bank Street West Precinct is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?
The Bank Street West Precinct is of historical significance for its associations with typical citizens of Port Fairy. (Criterion A and Criterion D)

Aldersyde, No. 24 Villiers Street, a former girl's school, is one of the oldest houses in this part of the township and the traditional *Araucaria heterophylla* (Norfolk Island Pine) planted in the front garden is one of the tallest, finest and oldest in Port Fairy. (Criterion D)

The Bank Street West Precinct is of architectural significance for its early cottages which demonstrate the survival of late Georgian architecture in their modest form and scale, use of local materials and vernacular character. Other houses dating from the Edwardian period provide an important contrast. These, in turn, can be compared with the modest houses of later in the twentieth century. The Modernist house at No. 95 Bank Street, built for war-widow, Valmai Tennant is of particular interest for its skilful design which maximises its planning, economic use of materials and beneficial orientation. (Criterion E)

The Bank Street West Precinct is of social significance as the focus for the commemoration of World War One and Two and other wars. (Criterion G)

Recommendations 2012

	No
External Paint Controls	No
Internal Alteration Controls	Yes Araucaria heterophylla (Norfolk Island Pine) at 24 Villiers St; Mature Olea euopea (Olive) Tree in Villiers Street Road Reserve north west corner of Bank and Villiers Street
Tree Controls	
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Barclay Street Precinct Port Fairy		
Address	1-17 & 4-14 BARCLAY STREET, PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct		
Citation Date	2012		

Barclay Street

Recommended Heritage Protection **VHR** No **HI** No **PS** Yes

History and Historical Context

Barclay Street was not part of the original survey of Port Fairy, undertaken by Atkinson as part of his Special Survey claim in 1843. It first appears in historical maps in 1850 as a subdivision of Section 2, Town of Belfast, created first as an entrance to the Church of England Reserve from Bank Street. It is likely that this entrance was used from the 1850s onwards. This area is outside the Barclay Street Precinct. Named after Sir Henry Barkly, who was appointed the first Governor of Victoria in 1856, the spelling of the street's name changed in the 1870s.

Barclay Street, in its current state between Cox and Regent Street, first appears on a Department of Lands and Survey map entitled "Belfast" dated 1873. The street was formally gazetted in 1876 but was in use from 1869. (Syme, 2009, p. 176) It is a natural subdivision of Section 6, which breaks the section into east and west portions, the east side to service the commercial premises and rear residences of Sackville Street, and the west to serve for residential purposes, close to the centre of the town. However, the land was not sold until 1885 and the first house built about 1890.

In 1887 the Victorian Railways undertook a survey plan of, in and around the township of Belfast and noted various buildings within the town (*Plan of Land Belonging to J. Fahey, Situated in the Parish of Belfast*, 1887). Barclay Street exists, although no buildings facing the street between Bank and Cox Streets are shown. This is not unusual and reflects the remaining built fabric of the precinct today; the earliest buildings dating from the 1890s. No. 11 Barclay Street, a cottage located on the east side is probably the earliest surviving building in the street, although it has been much altered in recent years. It is estimated to date from the 1910s. (Syme, 2009, p. 177) Development of the east side of Barclay Street (backing onto the commercial premises of Sackville Street) took place initially. The site of the present motel had been a 'shambles' of sheds and workshops. The timber cottages at Nos. 3, 5, 12 and 14 date from about 1893 to1900, and those at Nos. 7 and 9 date from between 1900 and1910. During this time the allotments on the west side of the street were used for utilitarian purposes such as the growing of fruit and vegetables, keeping stock and agisting horses for Keating's Inn nearby.

An aerial photograph of the town dated c. 1935 shows that the eastern side of Barclay Street has houses on perhaps 75% of the allotments, while the westerly side of the street has two buildings, which is likely to be Nos. 12 and 14 Barclay Street, two nineteenth century timber cottages. The road is unsealed, and the verges are wide grassed areas in front of the property boundaries. Between 1935 and 1947, almost no development occurred in this precinct, probably due to the Second World War, and the subsequent shortage of materials, labour and land purchase in these years (Aerial photograph of Port Fairy, 1948). A later aerial photograph dated 1970 shows substantial development on the west side of the precinct between 1947 and 1970. Nos. 4, 6, 8 and 10 were constructed in this period, which coincided with the town growing in popularity as a tourist and retirement destination, but the houses may have been for long rather than short term rental. It is likely that the majority of the houses built in this period were for permanent residents rather than as holiday homes. Although many of the houses in the precinct have undergone alterations and additions over time, generally those on the west side of the street, dating from the 1890s-1910 retain a high degree of integrity and are generally in good condition.

References

Audio-Visual Education Centre, *How Do Towns Change? -* Port Fairy, (98 study prints and teacher's guide. Education Department of Victoria, 1978.

Plan of Land Belonging to J. Fahey, Situated in the Parish of Belfast, 1887

Plan of the town of Belfast, Port Fairy, 1850 cartographic material / A. Perry. Melbourne: State of Victoria, c1973.

Belfast, Co. Villiers 10.4.1873 (Department of Lands and Survey Melbourne)

Syme, Marten A., *The Belfast Fantasy, James Atkinson in the Antipodes*, self-published, Port Fairy, 2009

Description

Physical Description

Barclay Street runs north-south between Bank Street and Cox Street. There are no substantial street tree plantings in the precinct, although a row of juvenile *Lophostemon confertus* (Queensland Box) with substantial timber surrounds have been planted on the west side of the street. There are no concrete curb and channel or guttering within the precinct. There is a bitumen footpath on the east side of Barclay Street. The bitumen pavement is relatively narrow, with grassy verges on either side. There are no crossovers on the east side of the street. Parking is at the rear of the allotments, accessed by two right of ways also used to service the rear of properties in Sackville Street. The crossovers on the west side are unsealed and mainly gravel.

The housing stock is mixed; the east side of the street is consistently timber or Conite dwellings dating from about 1890 through to about 1930. The most intact buildings on the east side of Barclay Street are the late nineteenth century timber dwellings at Nos. 3, 5, 7 and 9. Most of the buildings on the west side of the street are post World War Two Residences of little individual significance. However, they do show subsequent phases of development, reflecting the prosperity and population growth of the town in the post World War Two era. The most significant buildings on the west side of the street are the timber dwellings at Nos. 12 and 14, which date from the late nineteenth and early twentieth century. The residences on both sides of Barclay Street have similar setbacks, the earlier dwellings set slightly closer to the street than those which post date 1945. Importantly, all of the dwellings are single-storey, single dwellings with a range of standard setbacks, front gardens and discrete car access and parking. The Central Motel, which addresses both Sackville Street and Barclay Street (Commercial Precinct HO14) is the only two storey structure, and is out of scale with the remainder of the precinct. There are no original fences except No. 10, however, most fences are appropriate for their style and scale.

Significant to precinct:
- Timber Residence, 3 Barclay Street
- Timber Residence, 7 Barclay Street
- Timber Residence, 9 Barclay Street
- Interwar Residence, 10 Barclay Street
- Timber Residence, 12 Barclay Street
- Timber Residence, 14 Barclay Street
- Glengairn, 17 Barclay Street

Contributory to precinct:
- Timber Residence, 1 Barclay Street
- Timber Residence (Clad), 5 Barclay Street
- Residence, 4 Barclay Street
- Residence, 6 Barclay Street
- Residence, 8 Barclay Street
- Timber Residence, 11 Barclay Street
- Road Reserve, Barclay Street
- Laneway at Rear of 54 Sackville Street and 7-11 Barclay Street

Non-contributory to precinct:
- Residence, 5A Barclay Street
-Central Motel, 54-58 Sackville Street

Statement of Significance

The Barclay Street Precinct, located between Bank and Cox Streets is a small single-storey residential area with mainly timber and Conite buildings dating from the late nineteenth century to the mid twentieth century. It is located behind the main commercial shopping strip of Port Fairy in parts of Sackville and Bank Streets. Named after the first Governor of Victoria, Sir Henry Barkly, the spelling of the street's name changed in the 1870s. The residences on the eastern side of the street date mainly from the late nineteenth and early twentieth centuries, while those on the western side are mainly mid twentieth century residences with the exception of those at Nos. 12 and 14 Barclay Street, which are earlier. The street and its allotments date from about 1870 when Section 6 of the township of Belfast (later Port Fairy) was divided in two. It is likely that the subdivision was to allow access to the residences and storage areas at the rear of shops and offices facing Sackville Street and, eventually, to provide more housing close to the commercial centre as the business focus moved from the River and Wharf to Sackville, Cox and Bank Streets.

The key heritage characteristics and elements of the Barclay Street Precinct are:

- The representative collection of modest residential development from key periods of Port Fairy's development: 1890s-1910s, 1920s-1930s, and 1950s.
- The consistent detached form and single-storey scale of dwellings within the precinct.
- The relative intactness of the precinct to its mid-twentieth century state, with only one prominent infill building (54-58 Sackville Street) or intrusive additions to the original dwellings.
-The extent to which the history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide street, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.

The Residences were not built by important or distinguished citizens but by ordinary middle class working families, which is reflected in the housing style and size. This tradition continued in the twentieth century with further modest scale development. The precinct is in good condition and overall retains a high degree of integrity. The young *Lophostemon confertus* (Queensland Box) street trees, while not significant, contribute to the streetscape.

Significant places
3, 7, 9, 10, 12, 14 & 17 Barclay Street

Contributory places
1, 4, 5, 6, 8, 11 Barclay Street
Road Reserve, Barclay Street
Laneway at rear of 54 Sackville Street

Non-contributory places
5A Barclay Street

How is it significant?
The Barclay Street Precinct is of historical significance to the Shire of Moyne.

Why is it significant?
The Barclay Street Precinct is of historical significance as an area of secondary development from the early 1870s, and demonstrates a change in the economic and social structure of the town. It is of further historical interest for the number of small scale residences and low-middle class housing which survives from the late nineteenth and twentieth centuries. (Criterion A and Criterion D)

The period of the surviving fabric is tangible evidence of various economic and social changes in Port Fairy. Barclay Street has clusters of residences from the periods: 1890s-1910s, 1920s-1930s, and 1950s. These periods reflect the rising economic climate after the 1890s Depression, the arrival of the railway, the dairy and fishing industries, the return of soldiers after World War Two, and the replacement of sub-standard housing in the 1960s and 1970s. (Criterion E)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Botanic Gardens and Griffiths Street Port Fairy		
Address	Griffiths Street, Bourne Ave PORT FAIRY	**Significance Level**	Local
Place Type	Mixed Use Precinct,Garden Botanic,Planting exotic		
Citation Date	2012		

113 Griffiths Street

Recommended   **VHR** No **HI** No **PS** Yes
Heritage Protection

History and Historical Context

The Botanic Gardens and Griffiths Street Precinct is predominately made up of land gazetted as a Public Park and Reserve in 1859, which later became the Botanic Gardens Reserve. The majority of the land within this precinct is now used as the Port Fairy Botanic Gardens and the Gardens Caravan Park. The land falls into two separate parts: the Former Botanic Gardens Reserve; and the residential allotments and streetscape of Griffiths Street. The two areas are most effectively dealt with separately, as their history, while intrinsically linked, is shaped by quite different forces.

Former Botanic Gardens Reserve

The Port Fairy Botanic Gardens Conservation Plan (1997), prepared by Helen Doyle, Pamela Jellie and Richard Aitken included a history of the Port Fairy Botanic Gardens, which is paraphrased below.

By 1858 Belfast (Port Fairy) was a prosperous town linked to a significant port. Several substantial public buildings had

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been erected, a district Police Superintendent installed and the wealth generated by pastoralism and agriculture, and their associated industries was becoming evident with the appearance of large mills, hotels, offices and banks. The lack of public gardens and places for public recreation became more apparent, and was no doubt highlighted by the reservation for botanic gardens at nearby Portland in 1851.

In 1851, an area of Crown land between the Moyne River and Port Fairy Bay was set aside as a recreation reserve (probably at Belfast East). Obtaining a suitable site, however, was problematic. The creation of the private developed township of Belfast meant an absence of Crown land reserves for public purposes. Instead, applications for land for such purposes were made to James Atkinson, who usually charged handsomely for government purpose land. A twelve acre reserve adjacent to Connolly Street was granted, and later found to be unsuitable, being too far from the township, and generally 'ill adapted' for the purposes of public recreation. The council suggested instead the granting of the larger, more favourable crown reserve known locally as the 'Police Paddock', which had been used as such since about 1851. This land, comprising of 24 acres was permanently reserved as the Belfast Botanic Gardens in December 1873.

A further three acres (fronting Griffiths Street), which formerly housed the relocated Belfast Immigrants Depot from 1855 were later added to the Botanic Gardens Reserve in 1875. Plants were donated by or purchased from nurserymen, horticulturalists or private individuals. Applications were also made to the Botanic Gardens in Adelaide and Melbourne. Baron Ferdinand Von Mueller, Director of the Melbourne Botanic Gardens supplied seeds, cuttings and plants for distribution to Victorian Botanic Gardens. He favoured such plants as *Pinus pinea* (Stone Pine), *Pinus halepensis* (Aleppo Pine), *Araucaria heterophylla* (Norfolk Island Pine), *Araucaria cunninghamii* (Hoop Pine), *Araucaria bidwillii* (Bunya Bunya Pine) and *Olea europea* (Olive). Specimen trees of these species still exist (in somewhat poor condition) in the gardens today. It is estimated that between 1859 and 1873, Mueller donated 4100 plants and 800 packets of seeds to the Belfast (Port Fairy) Botanic Gardens. Various earth works were carried out to stabilize the area, and paths were incorporated into the design, over time.

Various alterations and additions occurred to the gardens in the 1880s and the gardens developed. The Sports Oval was created in 1881, using sand from the cutting of Goldsmith Street (Bourne Avenue) through to East Beach to level the surface. Lovers' Walk, consisting of *Araucaria heterophylla* (Norfolk Island Pine) was planted in 1865, with *Allocasuarina verticillata* (She Oak) and *Cupressus macrocarpa* (Monterey Cypress) to protect the new plantings from harsh winds. (Syme, Michael Connolly's Legacy, 2006, p. 20) This is believed to be the earliest avenue of *Araucaria heterophylla* in Victoria. (John Hawker, pers. comm., January 2010) There are gaps in the avenue which are usually filled with *Pinus halepensis* (Aleppo Pine) apparently deliberately with the trees planted slightly closer to the centre line of the avenue. Another feature, 'the mound' - which became the focus of the ornamental area of the gardens, was also created in this period. The *Araucaria heterophylla* (Norfolk Island Pine) at its centre was planted in 1885. (Syme, 2006, p. 20) In 1885, the *Victorian Railways Tourist Guide* claimed the gardens to be 'the handsomest Botanic Gardens of any provincial town.' The depression of 1890 saw spending and resources allocated to the gardens significantly reduced for the following decade, despite the growing use and popularity of the gardens. Major tree removals occurred in the reserve immediately after the First World War, and a subsequent phase of planting and re-development took place in the 1920s and 1930s, despite the economic depression. In 1933, 'Susso' labour, i.e. men on government sustenance payments, was employed to remodel the mound area and to erect the Annie Williams Memorial Bandstand.

In 1918, the avenue of *Araucaria heterophylla* (Norfolk Island Pines) was planted in Bourne Avenue by the mothers of local soldiers. Each tree had a simple wooden cross with the soldier's name, later replaced by brass name plates. The plates have since been removed. This memorial has added significance since the removal of the main Port Fairy memorial avenue in Albert Street (the Princes Highway) in the early 1990s. In 1923, the Soldiers and Sailors Memorial Pavilion was erected in the gardens as another memorial to the First World War.

The advent of the motor car in the 1920s and 1930s and especially its use from the 1950s saw motor holidays and camping become increasingly popular. Camping grounds for tourists were made available in Port Fairy from about 1930, although not at the Gardens until 1939, when a local syndicate requested the council's permission to lease a two acre

section as a camping ground and to erect upon it a number of concrete bungalows. However the Lands Department rejected this proposal as it failed to comply with the reserve's designated purpose of a botanic gardens.

In 1952, the gardens were re-reserved for the purpose of 'public park and recreation' so that Council could be in the position to give occupancy to the various sporting clubs in the town. This also allowed campers and caravans to camp around the oval in the gardens reserve from 1953. The introduction of caravans into the reserve was accompanied by the gradual decline of the reserve as a botanic gardens. By the mid 1970s, the gardens had deteriorated in line with the advancement and popularity of the reserve as a camping ground. Many of the former avenues and lines of trees and the ornamental nature of the area had disappeared. Further development of the area as a caravan park continued into the 1980s and 1990s, including the construction of amenity blocks, cabins and cyclone fencing.

Griffiths Street

Griffiths Street is an extremely early and significant thoroughfare for the township. It is marked as a track in the earliest (1840s) surveys of the town aligned with the natural crossing place of the Moyne River. Griffiths Street (north of the bridge) appears as a formally surveyed street in the *Plan of the Town of Belfast-Port Fairy 1850*. The street follows the natural curve of Port Fairy Bay between the Belfast Lough and what is now East Beach. The allotments on the west side of Griffiths Street were originally laid out as large 'suburban' allotments, of two acres or more, as opposed to those on the east side of the street, which are smaller, residential allotments (*Plan of Belfast East*, c. 1851, Central Plans Office).

In 1849, the only bridge in the district was over the Moyne at Rosebrook. At a public meeting, the people of Belfast requested a bridge across the River there. (*Argus*, 2 February 1849, p. 4) In 1850, the colonial government agreed to subdivide and develop the land between the river and the ocean, along the track towards Woodbine (or Lagoon Farm), the farm owned by Charles Mills, now Griffiths Street to create Belfast East. (Powling, pp. 60-61) It called tenders for the erection of a timber bridge in 1852. (*Govt. Gaz.* No. 12, 24 March 1852, p. 286) Firstly the land across the river was used as a police paddock. Subsequently, new immigration barracks were established near the bridge, the botanic gardens and recreation reserve was declared and, from the mid 1850s, some cottages built. The bridge was falling into disrepair by the early 1860s and was eventually replaced in 1868 with a contract going to Charles G. Millar with the approaches completed in 1869 by the Borough. (Powling, pp. 171, 201; *Govt. Gaz.* No. 153, 31 December 1868, p. 2526; No. 42, 27 August 1869, p, 1303) The present timber bridge with its stone abutments was built in 1902. The government called tenders in 1857 and again in 1862 for another bridge to the south, connecting King George Square, the Customs Shed and the wharf via what is known as Battery Land with the jetty in the bay 'to join it, via [a] tramway, to the wharf'. The contractor was Alexander Amos & Co. (Powling, p. 200; *Govt. Gaz.* No. 33, 31 March 1857, p. 583; No. 119, 3 October 1862)

The residential land in the Botanic Gardens Precinct was originally Lot 1 Section 1 of Belfast East. This land was purchased by land speculator and merchant Henry Murdoch Harper in 1852, when the government subdivision of Belfast East was released (Syme, 1991, p.142). Harper subdivided part of the land into several allotments and sold it in 1855. H. J Stanley's *Coastal Survey of Port Fairy* (1870) clearly shows five buildings (presumably dwellings) facing Griffiths Street, all set closely together. Of these buildings, only two survive. No. 113 Griffiths Street, a very early rendered stone cottage with interesting chimney and window details and No. 117, a small stone cottage. The former was built c.1854 first owned by P. Burke. (Syme, 2009, p. 292) Dr. Phyl Frazer Simons, pioneering landscape architect and conservationist owned it in the later twentieth century. She was one of the people who recognized the heritage value of Port Fairy in the second half of the twentieth century and worked hard towards its formal recognition. The latter was registered as a stone grocery store and 3 stall stable on Stanley's map. It was occupied by Joseph Robins from 1870. (Syme, 2009, p. 288) The other buildings, presumably similar in scale, style and materials have been lost.

There are more cottages north of Bourne Avenue. Nos. 125 and 127 are post World War Two weatherboard cottages although a very tall *Araucaria heterophylla* (Norfolk Island Pine), as tall as the nearby pines in the avenue of honour in Bourne Avenue, suggests an earlier occupation of the site. Clare Cottage, at No. 129 Griffiths Street was built from 1856

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as a one-room dwelling by Andrew Ednie and extended until 1872 when it was a four-room dwelling. It was renovated 1900 after Nora Hayes purchased the property. (Syme, 1991, p. 142: Syme, 2009, p. 293) The cottage at No. 131 was also built c.1856 and first owned by Henry Emery. (Syme, 2009, p. 292) Henry Emery, a 'stonemason of Belfast' died on 15 February 1881, leaving the following in his will to Frederick Richard Emery: Sub. 8, allot. 9, Parish of Belfast; five roomed stone house, sub. 9, allot. 9-1/4 acre land, sub. 10, allot. 9-1/4 acre land, sub. 11, allot. 9-1/4 acre land. (PRO, VPRS 28, 21/683 Pro. Just.)

Perhaps the most important stone cottage is Digbys' Cottage at No. 120 Griffiths Street which still retains a sense of its 'farmlet' character although in recent years much of the original rear section was demolished and new wing built at the rear and a double garage to the side. The *Coprosma repens* (Looking Glass Plant) hedges, low fences and open spaces around the cottage are part of its significance. The cottage was built for John Brown/e in 1856. Brown then sold it to Levi Chamberlain in 1884; it then passed to the Digby family via marriage. By 1881 separate lots of the farmlet were starting to be sold off. The dwelling was renovated in 2003. (Syme, 2009, p. 283)

The earliest *Araucaria heterophylla* (Norfolk Island Pine) in Griffiths Street date from about 1900 and were planted by the Costello family who lived in Griffith Street but south of the bridge. (Syme, 2006, p. 20)

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Town of Belfast, cartographic material, 1853 (SLV)

Plan of the Town of Belfast, Port Fairy, 1850 [cartographic material] / A. Perry. [Melbourne] : State of Victoria, c1973. (SLV)

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Stanley, H. J. (Henry James), *Australia-South Coast, Victoria, Port Fairy* by H.J. Stanley; assisted by P.H. McHugh and J.W.T. Norgate, 1870 (SLV)

Description

Physical Description

The Botanic Gardens and Griffiths Street Precinct extends to Griffiths Street at the east, the Moyne River to the west, Ritchie Street to the north and meets Gipps Street to the south. The Precinct comprises mainly the former Port Fairy Botanic Gardens (now mostly taken over by the Gardens Caravan Park), a small number of nineteenth century cottages located in Griffiths Street, south of Bourne Avenue (on land which was set aside for the original gardens reserve), Bourne Avenue itself and twentieth century holiday bungalows. The precinct terminates at the 1902 timber road bridge with its bluestone abutments and approaches near the southern entrance to the Gardens. Sections of the abutments have been removed. Archaeological evidence may survive in the vicinity of the original ford crossing and of the earlier bridges.

The significant fabric of the gardens is well documented in the *Port Fairy Botanic Gardens Conservation Plan*, prepared by Pamela Jellie, Richard Aitken and Helen Doyle. The southern corner of the Botanic Gardens has much intensive and mature planting including: a row of five *Araucaria heterophylla* (Norfolk Island Pine) trees; eight *Lagunaria patersonii* (Norfolk Island Hibiscus) trees; three *Phoenix canariensis* (Canary Island Palm) trees; one *Olea europea* (Olive) tree; eight *Pinus pinea* (Stone Pine) trees; one *Pinus Halepensis* (Aleppo Pine) tree; and one *Pinus canariensis* (Canary Island Pine) tree. The two strong formal avenue plantings of *Araucaria heterophylla* (Norfolk Island Pine) in the Bourne Avenue First World War Avenue of Honour and Lovers' Walk, adjacent to the Moyne River on the western boundary of the precinct dominate the area. Some of the gaps in the Lovers' Walk avenue have been interplanted with *Pinus Halepensis* (Aleppo Pine) trees, which are consistently closer to the centre-line of the avenue. Many trees from the early plantings survive within the Botanic Gardens and Gardens Caravan Park. The area to the north was developed as a Pinetum in the Gardenesque tradition. Some other notable plantings include: the lone *Araucaria heterophylla* (Norfolk Island Pine) specimen tree on 'the mound' and the surrounding hedge of *Coprosma repens* (Looking Glass or Mirror Bush plant); the two *Cupressus macrocarpa* (Monterey Cypress) located to the north of the oval; and a *Ficus microcarpa* (Fig) and a *Phoenix canariensis* (Canary Island Palm). Large Monterey Cypress stumps dot the landscape, one of which near the river has been carved into a 'tree sculpture'. A number of built structures also survive in the Gardens including the Lodge or Gardener's Cottage (compromised through unsympathetic alterations), the Annie Williams Memorial Bandstand with its associated buildings, some garden seats, the tennis courts and the Soldiers and Sailors Memorial Pavillion. William H. Hedges, a gardener at the Botanic Gardens, occupied the cottage built in 1858 at No. 175 Griffiths St (not in the Precinct). He was the owner from 1858 until after 1884. (Syme, 2009, p. 288).

Several small dwellings are located on freehold titles between Griffiths Street and the Botanic Gardens. The dates of these dwellings range are predominately from the mid nineteenth century and the period 1930-1960 No. 113 Griffiths Street is a very early small stone cottage, set on a large block with a substantial garden. The cottage has a six panel front door and unusual eight pane double-hung sash windows. The interior joinery was noted as special by the National Trust in the 1970s. The rear extensions are traditional and the complex remains substantially intact with a high degree of integrity. The cottage at No. 117 Griffiths Street has been extended and substantially 'renovated'. Clare Cottage and Tara at No. 129 and No. 131 Griffiths Street, are another pair of 1850s cottages. Digbys' Cottage at No. 120 Griffiths Street has lost some of its original early fabric in recent alterations and additions but retains a strong sense of its farming curtilage as open space. One remnant of the traditional *Coprosma repens* (Looking Glass Plant) hedging survives.

No. 115 Griffiths Street, a traditional timber and pressed cement beach house, used mainly for holidays is significant for representing a later phase of development where holiday houses were erected near East Beach. Most dwellings have a similar setback, and are modest and single storey in scale. The notable exception is the pair of 'Tuscan' townhouses

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located near the corner of Griffiths Street and Bourne Avenue, which are much larger and very different in style, scale and form. The fences in this precinct are uniformly low and usually constructed of timber. The exception is the Botanic Gardens fence which fronts Griffiths Street. This fence is a new timber replica of an earlier fence, and was replaced recently. The cast iron fence post and gates into the Botanic Gardens are replicas of the original and date from the 1980s.

Griffiths Street is dominated by a row of *Araucaria heterophylla* (Norfolk Island Pine) from Ritchie Street in the north to the road bridge across the Moyne River in the south. Totalling approximately thirty trees, the row includes a range of ages and conditions, with some relatively new plantings. Neither Griffiths Street nor Bourne Avenue have concrete curb and channel, although the western side of Griffiths Street has a significant bluestone gutter. Concrete paths are located along Bourne Avenue and limited sections of Griffiths Street. The lack of concrete paths under the trees in both streets is important for the rural character of the precinct.

Significant to precinct:
- Port Fairy Botanic Gardens Reserve (including all trees, structures and landscape elements/features), Botanic Gardens
- Lovers' Walk including all trees
- Returned Soliders Memorial Grandstand and associated buildings, Griffiths Street
- Pinetum within the Gardens, Botanic Gardens

- *Araucaria heterophylla* (Norfolk Island Pine) (x23) Avenue of Honour, Bourne Avenue

- Botanic Gardens Lodge and garden, 111 Griffiths Street
- Stone Cottage, Girteen, 113 Griffiths Street
- Stone Cottage, Digby's Cottage Complex, 120 Griffiths Street
- Stone Cottage, 117 Griffiths Street
- Araucaria heterophylla (Norfolk Island Pine), 127 Griffiths Street
- Stone Cottage, Clare Cottage, 129 Griffiths Street
- Stone Cottage, Tara, 131 Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Street Trees (x 30), Griffiths Street
- Road Reserve, Griffith Street

Contributory to precinct:
- Timber and Cement Sheet Cottage, 115 Griffiths Street
- Timber Cottage, 125 Griffiths Street
- Timber Cottage, 127 Griffiths Street
- Timber and Conite Cottage, 164 Griffiths Street
- Bluestone Gutters, Griffith Street (west side)

Non-contributory to precinct:
- House, 9 Bourne Avenue
- House, 10 Bourne Avenue
- House, 11 Bourne Avenue
- House, 12 Bourne Avenue

- House, 1 Castwood Place
- House, 1/3 Castwood Place
- House, 2/3 Castwood Place

- House, 119 Griffith Street
- House, 1/119 Griffith Street

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- House, 121 Griffith Street
- Vacant Land, Griffith Street (Belfast Lot 2 PS 614176N)

Statement of Significance

A statement of significance for the Port Fairy Botanic Gardens also exists. It is recommended that the Botanic Gardens-Griffiths Street Precinct statement of significance be read in conjunction with and supported by the Statement of Significance found in the 1997 *The Port Fairy Botanic Gardens Conservation Plan.*

What is Significant?

The Botanic Gardens and Griffiths Street Precinct is located to the north east of the centre of Port Fairy and across the Moyne River. It comprises the whole area which was once reserved for the Port Fairy Botanical Gardens and most of the residential allotments between the Botanic Gardens, Bourne Avenue and Ritchie Street, and a small number of lots on the east side of Griffiths Street. The precinct is dominated visually by the mature trees within the former Botanic Gardens and the *Araucaria heterophylla* (Norfolk Island Pine) trees in Griffiths Street. The Botanic Gardens reserve was developed from 1859 outside the private township of Belfast and on land previously used as an immigration depot. H. M. Harper, an early speculator and merchant in Port Fairy, had purchased much of adjacent residential land in the government township of Belfast East in 1852. Several stone cottages were built along Griffiths Street north of the bridge. Especially after World War Two many holiday houses, often no more than shacks, were built on both sides as the East Beach became increasingly popular. The very modest quality of this part of Griffith Street is critical for its semi-rural ambience and holiday resort feel.

The key heritage characteristics and elements of the Botanic Gardens and Griffiths Street Precinct are:

. the area now known as the Botanic Gardens

. the current Gardens Caravan Park

. Lovers' Walk, both the *Araucaria heterophylla* (Norfolk Island Pine) and the *Pinus halepensis* (Aleppo Pine) trees

. the Gardener's Lodge and garden

. the Memorial Bandstand

. the Avenue of Honour in Bourne Avenue

. the Pinetum within the Gardens

. the oval, grandstand and associated buildings

. Digbys' Cottage, No. 120 Griffiths Street including all of the former paddocks

. the stone cottages at Nos. 113, 117, 129 and 131 Griffiths Street

. the post World War Two holiday houses and shacks at 115, 125, 127 Griffiths Street.

. the road reserve of Griffiths Street and its *Araucaria heterophylla* (Norfolk Island Pine) street trees and bluestone gutters.

Although the Botanic Gardens has lost much of its integrity through the development of the Caravan Park, and several early cottages have been lost, overall, the precinct retains a high degree of integrity and, generally, is maintained in very good condition. Several new dwellings, although continuing the holiday house theme, are intrusive for their two-storey scale, duplex form and inappropriate materials.

Summary:
Significant places
Port Fairy Botanic Gardens Reserve (including all trees, structures and landscape elements/features), Botanic Gardens
Lovers' Walk, Araucaria heterophylla (Norfolk Island Pine) (x62) and Pinus halepensis (Aleppo Pine) (x 10), Botanic Gardens
Pinetum within the Gardens, Botanic Gardens

Araucaria heterophylla (Norfolk Island Pine) (x23) Avenue of Honour, Bourne Avenue

113, 120, 117, 127, 129 & 131 Griffiths Street
Araucaria heterophylla (Norfolk Island Pine) Street Trees (x 30), Griffiths Street
Botanic Gardens Lodge and garden, 111 Griffiths Street
Botanic Gardens Grandstand and associated buildings, Griffiths Street
Returned Soldiers Grand Stand
Road Reserve, Griffith Street

Contributory places
115, 125, 127, 164 Griffiths Street
Bluestone Gutters, Griffith Street (east side)

Non-contributory places
9, 10, 11 & 12 Bourne Avenue
1, 1/3 & 2/3 Castwood Place
2/119, 1/119 & 121 Griffith Street
Vacant Land, Griffith Street   **How is it Significant?**

The Botanic Gardens and Griffiths Street Precinct is of historical, social, aesthetic and architectural significance to the Shire of Moyne.

Why is it Significant?

The Botanic Gardens and Griffiths Street Precinct, Port Fairy, is of historical significance for its various layers of history. Griffiths Street itself was an early track behind the sand hummocks from Belfast to Woodbine and beyond, evident in maps as early as 1846. The alignment of the track which became Griffiths Street has changed little over more than 160 years, providing a continuous link with the other coastal settlements east of the township, such as Warrnambool. The development of the road surface from a dirt track through to a bitumen surface, the installation of gutters, a footpath beside the Gardens and the planting of trees give a tangible physical indication of the changes which have occurred over time. (Criterion A)

Most of the area included within the precinct has been reserved and used since the 1850s for civic and public purposes, and has been the site of the police paddock, the immigration depot, the Friendly Societies Park and the Botanic Gardens over the past 160 years. It is also of significance as part of a network of Botanic Gardens within Victoria, both regional and metropolitan. (Criterion A, Criterion E and Criterion F)

The residential land within the precinct is historically significant as some of the first allotments to be sold and built on as part of the 1852 Government subdivision of Belfast East. The speculator, H. M. Harper purchased the land but then sold on to individuals who built and extended their humble cottages. Some of the early cottages, dating from the mid 1850s survive within the precinct and are representative of the early private residences of Belfast East and Port Fairy generally. Digbys' Cottage at No.120, which was run as a small farm in association with land further north for many generations of that family. Dr. Phyl Frazer Simons, a staunch advocate for cultural and heritage conservation in Port Fairy used Girteen at No. 113 as a holiday house. The precinct is of further historical interest because it demonstrates the demand for freehold allotments, relatively close to the town, rather than the leasehold offered within the privately developed township of Belfast in the mid nineteenth century. (Criterion A, Criterion C and Criterion H)

The Precinct is of architectural significance for the surviving cottages at nos. 113, 117, 120, 129 and 131 Griffiths Street, which are typical examples of the building style, scale, form and materials of Belfast and Belfast East in the mid nineteenth century. The post War timber and conite cottagesare representative of a subsequent phase of development in the Post World War Two period which saw Port Fairy begin its rise as a popular seaside holiday resort. It is of further architectural significance for the various structures in the Botanic Gardens, including the Gardener's Lodge, the Soldiers and Sailors Memorial Pavilion and the Bandstand. (Criterion E)

The precinct is of aesthetic significance for its mature trees within the Botanic Gardens, in Bourne Avenue and in Griffiths Street, which provide a framework for the Precinct, are an entrance to Port Fairy and create an important vista from the township over the Moyne River. (Criterion E)

The Precinct is of social significance for the Botanic Gardens which has a long history as a place of passive recreation and for Griffiths Street's post World War Two association with seaside accommodation, including camping, and its importance to the people of Port Fairy as a place of resort. The memorial avenue of *Araucaria heterophylla* (Norfolk Island Pines) in Bourne Avenue is of social significance for its recognition of those who served their nation in the Great War and especially the fallen. (Criterion G)

Recommendations 2012

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes Applies to all mature trees
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

Botanic Gardens and Griffiths Street Port Fairy   **18-Sep-2015**   **11:35 AM**

Hermes No 194200   **Place Citation Report**

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Name	Campbell Street Precinct Port Fairy		
Address	Campbell Street, James Street, Union Street PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct		
Citation Date	2012		

Stone cottage Campbell Street

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

Campbell Street was part of the original survey of Belfast undertaken by Atkinson as part of his Special Survey claim in 1843. It appears in the earliest maps of Belfast (Port Fairy). Because Victoria Street (which was originally called Victoria Terrace and ran parallel to Campbell Street from College to Sackville Street) was never developed, Campbell Street came to form the southern boundary of James Atkinson's privately developed town which he called Belfast. The street was named after Alexander Campbell, a whaler from the Isle of Mull (Powling, 1980).

Campbell Street lots were purchased relatively late, perhaps because of location, away from the river, and it was not a main thoroughfare like Cox or Bank Streets. In addition, it was exposed to the harsh south-westerly weather. Indeed, an 1850 map of the town shows that the present State School land was intended for a gaol, and that Southcombe Park was used as the municipal pound, both facilities which were usually located well away from the main township. Even by 1885, on the map '*Town of Belfast, Great Sale of Hotels, Stores, Shops, Dwelling Houses, Business and Charming*

Residence Sites, etc.', most of the land in Campbell Street is shown having been held by the Estate of James Atkinson with almost no dwellings. Some land had been sold to the east of William Street and one group of three early small stone cottages survive on the north side at Nos. 64, 66, and 68 Campbell Street. Two others survive opposite, on the south side at Nos. 57 and 59 Campbell Street. Another group survives at Nos. 24, 26, 28, and 30 Campbell Street. All these were built in the decade between 1854 and 1864. Nos. 24, 26, and 28 were the homes of three of Belfast most important men: Thomas Southcombe, William Earle and John Hooper (Powling, 1980, p. 133). The timber houses at Nos. 5-15 Campbell Street date from c. 1856 through to the twentieth century (with the exception of 11a, which is modern). Directories at various periods between 1868 and 1920 list the occupants as tradespeople, small business people and contractors.

Margaret Emily Brown in *A Port Fairy Childhood* wrote in 1907 that Campbell Street 'was and is merely a stretch of grass' (Port Fairy Historical Society, 1990, p. 26). A photograph of HMAS Huon in the Moyne River, dated 1921 shows Campbell Street as a winding dirt track leading from regimented Gipps Street away towards the State School on College Street. This also shows the pavements, in the same material, hard against the property boundaries on both sides of the street (Audio-Visual Education Centre, 1978, Study Print 12). The roads were sealed, albeit only a single carriageway, by the late 1950s with contemporary photographs showing wide grassed verges. (Lillian Powling Collection, SLV) The *Araucaria heterophylla* (Norfolk Island Pines) planted on the south side of the street had been planted at various stages, the majority between about 1900 and 1940 (based on photographic evidence). Those planted in front of Nos. 57 and 59 Campbell Street and No. 26 Campbell Street are likely to have been private plantings which date from the late nineteenth century.

An aerial photograph, c. 1935 clearly shows Campbell Street. The only buildings on the south side of the street are the Merrijig Inn complex, and the cottages at Nos. 5, 7, 9, 11, 13 and 15 Campbell Street, and the early stone cottages and Norfolk Island Pines located at Nos. 57 and 59 Campbell Street. While the north side has pockets of built up areas, they are restricted to the allotments between Wishart and Sackville Streets and between Union and William Street. Post World War Two, a row of four Austerity style houses were built (and possibly designed by) a Mr. 'Paddles' Howard at Nos. 36, 40, 42 and 44 Campbell Street. The houses are elevated above a substantial basement because of the steep fall of the land. (The slope is believed to be a remnant secondary sand dune.) The house at No. 40 Campbell Street was owned by Jack Willoughby, the first and only owner until the property was purchased by the present owners in 1998. Jack was a concreter and he almost certainly made the molded concrete blocks used in the other houses in the row with a 'domestic' sized machine. Jack was also of historical interest as a Borough Councillor. He probably worked on the construction of five houses (and certainly his own) which were all built by Mr. Howard. One at No. 42 has been demolished and replaced by a new dwelling which does not comply with the *Port Fairy Design Guidelines* which were adopted by Moyne Council after it was constructed.

Many small old houses and cottages were condemned in Port Fairy by the Victorian Housing Commission and the local Building Surveyor in the 1950s but nonetheless survived. The cottage at No. 24 Campbell Street is typical. It had been occupied by the Hobbes family since 1885 when William Hobbes, labourer purchased it from John Storey. (Syme, 2009, p. 230) It was condemned but then purchased in the 1960s by John Sproal, a member of a longstanding Port Fairy family who defied the demolition order, repairing and extending the cottage. (pers. comm., J. Sproal, Feb, 2010)

Substantial development occurred on the north side of the street between 1960 and 1970, when the town's popularity as a holiday and retirement destination began to increase. A small subdivision on the south side of the street was created in this period, located around the intersection of William and Campbell Streets. Southcombe Park was the location of the golf course and racecourse. Further development of Southcombe Park occurred in the latter part of the twentieth century. It has been the principal venue for the world famous Port Fairy Folk Festival for many decades. Although the land associated with Southcombe Park does not fall into the Precinct, it has shaped the form of building for over a century. The portion of James Street which extends through the lands of Southcombe Park is included within the precinct, as it retains the last surviving plantings of the *Cupressus macrocarpa* (Monterey Cypress) avenue which once extended along James Street from Regent Street through to South Beach and once typically throughout Port Fairy. It is estimated that these trees date from the early twentieth century.

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Description

Physical Description

The Campbell Street Precinct is the southern boundary of the town, running from Albert Street (the continuation of the Princes Highway) in the west, to Gipps Street beside the Moyne River in the east (This Precinct should be read in association with the contiguous precincts). It includes most dwellings fronting Campbell Street. Campbell Street is essentially a residential street although most of its south side between Albert Street and the dwellings at its western end is occupied by Southcombe Park and the former Borough Pound. A row of 35 *Araucaria heterophylla* (Norfolk Island Pine) on the south side of the street (VHR H2239) visually dominate the precinct providing a frame for the greater landscape of Southcombe Park and its associated structures and the former Pound. The *Lagunaria pattersonii* (Norfolk Island Hibiscus) on the east side of the street were planted post 1960 compliment the larger trees and contribute to the precinct overall. A horse trough, donated by Annis and George Bills is located in the road reserve on the corner of James and Campbell Streets.

The road pavement is bitumen, and there is no concrete curb and channel within the precinct. A mix of bitumen and concrete footpaths are on both sides of the street, although there is no footpath in the southwest corner of the precinct.

The timber houses from Nos.7 to 15 Campbell Street date from the Edwardian period (except for No. 11a and 13a), and are, for the most part intact. An unusually large and mature *Metrosideros excelsa* (New Zealand Christmas Tree) is located at the rear of the cottage at No. 7 Campbell Street. The tree is of individual significance for its outstanding size, form and age. The cottages at Nos. 57 and 59 Campbell Street are early stone buildings, and there are also ruined stone walls and paving at the rear of the properties along part of the boundary with Southcombe. A new building is located to the rear, at 57a Campbell Street. The two *Araucaria heterophylla* (Norfolk Island Pine) in front of these cottages were privately planted, and are estimated to date from about 1910, but are included in VHR H2239. Adjacent to the early stone cottages is a railway cottage of standard design, moved to its current location from Hawkesdale after 1945 as a holiday cottage. Most of the other buildings between Nos. 57 and 79 Campbell Street date from the 1960s and 1970s excepting 'Lynden' at No. 77 Campbell Street, which is a 1860s cottage with a 1960s porch. A stock ramp, which may be quite early, is located on the south-west side of No. 79 Campbell Street. The land served as the Borough Pound.

On the north side of the street are three significant stone cottages. Nos. 64, 66 and 68 Campbell Street are all small limestone and bluestone cottages built in 1855-56. All three are included on the Victorian Heritage Register, and have their own individual heritage overlays (VHR H2498, H250 & H251). Nos. 4, 6 and 8 Union Street, all stone cottages, are included within this precinct. While Nos. 4 and 8 survive relatively intact, the integrity of No. 6 Union Street has been compromised. The land of No. 50 Campbell Street is included within the precinct, although the building has no significance, as the land at the intersection of James and Campbell Streets contributes to the precinct overall. There are several buildings which detract from the overall integrity of the precinct by their scale, bulk, form or materials. These include Nos. 32, 42, 50 and 71 Campbell Street.

Several early cottages survive on the north side of Campbell Street between Sackville and Wishart Streets. Nos. 26, 28 and 30 are rendered Georgian stone cottages with a high degree of integrity. Interestingly, a lone *Araucaria heterophylla* (Norfolk Island Pine) survives outside of No. 24. Overall, the precinct is in very good condition, with a high degree of integrity. Many of the early stone cottages in particular, have a very high degree of integrity.

While not part of the Precinct, the views into and out of Southcombe Park and the former Borough Pound compliment the low scale and open nature of the streetscape and are critical for its appreciation.

Significant to precinct:
- Timber House, 5 Campbell Street
- *Metrosideros excelsa* (New Zealand Christmas Tree), 7 Campbell Street (rear of)
- Beksley, Timber House, 9 Campbell Street
- Timber House, 11 Campbell Street
- Timber House, 15 Campbell Street
- Hobbes Residence, Stone Cottage, 24 Campbell Street
- Earle Residence, Devon, Stone Cottage, 26 Campbell Street
- Hooper Residence, Stone Cottage, 28 Campbell Street
- Southcombe Residence, Stone Cottage, 30 Campbell Street
- Concrete Block House, 36 Campbell Street
- Cement Sheet House, 38 Campbell Street
- Concrete Block House, 40 Campbell Street
- Concrete Block House, 44 Campbell Street
- Curragh, Stone Cottage, 57 Campbell Street
- Stone Cottage, 58 Campbell Street
- Shekinah, Stone Cottage, 59 Campbell Street
- Stone Cottage, 64 Campbell Street
- Cupressus Macrocarpa (Monterey Cypress) Avenue of 19, James Street (Extension of)

- Stone Cottage, 4 Union Street

Contributory to precinct:
- Timber House (Brick Clad), 7 Campbell Street
- House, 12 Campbell Street
- Timber House, 13 Campbell Street
- House, 14 Campbell Street
- Cream Brick House, 20 Campbell Street
- Bills Horse Trough, 44 Campbell Street (opposite, road reserve)
- House and Garden, 60 Campbell Street
- Timber House (relocated railway house), 61 Campbell Street
- Conite House, 62 Campbell Street

- Timber House, 65 Campbell Street
- Timber House (relocated railway house), 79 Campbell Street
- Street Name Posts, Campbell Street

- House, 8 Union Street

Non-contributory to precinct:
- House, 11a Campbell Street
- House, 13a Campbell Street
- House, 15a Campbell Street
- House, 32 Campbell Street
- House, 34 Campbell Street
- House, 1/34 Campbell Street
- House, 2/38 Campbell Street
- House, 3/38 Campbell Street
- House, 42 Campbell Street
- House, 46 Campbell Street
- House, 50 Campbell Street
- House, 52 Campbell Street
- House 54 Campbell Street
- House 56 Campbell Street
- House 57a Campbell Street
- House, 63 Campbell Street
- House, 67 Campbell Street
- House, 70 Campbell Street
- House, 71 Campbell Street
- House, 72 Campbell Street
- House, 73 Campbell Street
- House, 75 Campbell Street
- House, 1 Union Street
- House, 6 Union Street

Statement of Significance

What is significant?
The Campbell Street Precinct is located on the south side of the original street grid of Port Fairy and forms its southern boundary. Campbell Street was named after Alexander Campbell, a sea captain of Belfast (Port Fairy), formerly the Harbour Master for Melbourne and one of the first to take up land in the area. While the Precinct is largely set around Campbell Street, it includes several allotments in Union Street, and the extension of James Street.

The key heritage characteristics and elements of the Campbell Street Precinct are:

- The best collection of single-storey, late Georgian stone cottages dating from the 1850s and 1860s in Port Fairy and, therefore, possibly in Victoria being Nos. 24, 26, 28 and 30; 57, 58 and 59; 64, 66, 68 (VHR H249, H250, H251) and 77 Campbell Street and 4 Union Street.
- A representative collection of small Edwardian timber houses located in the eastern part of the Precinct, the most intact being Nos. 5, 7 and 13 Campbell Street.
- An important group of post-World War Two buildings located at Nos. 38, 40, 42 & 44 Campbell Street built in what is generally known as the post-World War Two Austerity style.

- Two redundant timber railway cottages at No. 79 Campbell Street and at No. 61 Campbell Street, moved to the site from Hawkesdale post-World War Two as holiday homes and two Interwar house relocated to Nos. 12 and 14 Campbell Street.
- An avenue of 19 *Cupressus macrocarpa* (Monterey Cypress) planted in the extension of James Street.
- A significant *Metrosideros excelsa* (New Zealand Christmas Tree) at the rear of No. 7 Campbell Street.
- The Bills horse trough and the timber posts used for street names.
- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide streets, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.
- The views into Southcombe Park, the venue for local cricket matches and the principal venue for the Port Fairy Folk Festival.
- The views into the former Borough Pound.
- The views towards Southern Ocean beyond Southcombe Park and the former Borough Pound.

While there have been some alterations and additions to the building fabric of the Precinct, the construction of some intrusive buildings and the loss of some street trees, particularly in the past two decades, overall, the Precinct has a very high degree of integrity and is in very good condition.

Significant places
5, 9, 11, 15, 24, 26, 28, 30, 36, 38, 40, 44, 57, 58, 59, 77 Campbell Street
Metrosideros excelsa (New Zealand Christmas Tree), 7 Campbell Street (rear of)
Cupressus Macrocarpa (Monterey Cypress) Avenue of 19, James Street (extension of)
4 Union Street

Contributory places
7, 12, 13, 14, 20, 60, 61, 62, 65 & 79 Campbell Street
Bills Horse Trough, 44 Campbell Street (opposite, road reserve)
Street Name Posts, Campbell Street
8 Union Street

Non-contributory places
11a, 13a, 15a, 32, 34, 1/34, 2-3/38, 42, 46, 50, 52, 54, 56, 63, 67, 70, 71, 72, 73, 75 Campbell Street
Vacant land, Campbell Street (Lot 2 PS 539888S)
1 & 6 Union Street

How is it significant?
The Campbell Street Precinct is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?
The Campbell Street Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes and from all periods. This is reflected in the surviving buildings, particularly the 'clusters' of early stone and timber cottages. Of further historical interest is the remaining nineteen *Cupressus macrocarpa* (Monterey Cypress) in the James Street extension, which are the only surviving part of an important avenue through the centre of the township and representative of the species once planted throughout the township. A significant *Metrosideros excelsa* (New Zealand Christmas Tree) survives at the rear of No. 7 Campbell Street. (Criterion A and Criterion D)

The Campbell Street Precinct is of architectural significance for its rare and extensive collection of early cottages. They

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demonstrate the survival of late Georgian architecture in their modest form and scale, use of local materials and vernacular character. They are Nos. 24, 26, 28 and 30; 57, 58 and 59; and 77 Campbell Street and No. 4 Union Street. These can be compared with the modest houses built immediately after World War Two. They are distinctive for their design and placement, elevated above a substantial basement because of the steep fall of the land. At least one concrete block house was built by the owner using a 'domestic' machine. The housing is reinforced and united by the presence of the mature street trees and the open character and non-suburban infrastructure of the street. (Criterion D and Criterion E)

The Campbell Street Precinct is of social significance for representing the increased interest in Port Fairy with its heritage of cottages both lived in by locals and used as a seaside holiday houses from the 1960s. From the late 1960s until the present people from the rural hinterland and, subsequently, people from Geelong and Melbourne have used cottages as holiday houses. This includes the economical practice of relocating buildings such as the redundant timber railway cottages at Nos. 79 and 61 Campbell Street originally from Hawkesdale. Southcombe Park, which is adjacent to the Precinct, was used for golf and horse racing and is still used for 'village' cricket. It is the principal venue for the world famous Port Fairy Folk Festival. (Criterion D and Criterion H)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Metrosideros excelsa (New Zealand Christmas Tree) rear 7 Campbell St and Monterey Cypress Avenue in James Street between Campbell Street and Ocean Drive
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Commercial Precinct Port Fairy
Address	Bank Street, Barclay Street, Cox Street, Sackville **Significance Level** Local
	Street PORT FAIRY
Place Type	Commercial Precinct
Citation Date	2012

Sackville Street

Recommended	**VHR** No **HI** No **PS** Yes
Heritage Protection	

History and Historical Context

In a sense, the most obvious history of this part of Port Fairy dates from the creation of the streets and allotments of James Atkinson's privately developed town called Belfast, in 1843. Interestingly, if perhaps unimaginatively, his surveyors adopted the standard grid with streets one and half chains or 99 feet wide and blocks comprising 10 lots of one acre as used by the Government's surveyors. (Syme, 1991, p. 1; 2009, p. 87) The streets west of Albert Street were only 66 feet wide. This grid can be traced back to regulations set down by Governor Darling in 1829 for the laying out of new towns in New South Wales and, consequently, was used by Robert Hoddle at Melbourne (1837) and Geelong (1838) and, by C. J. Tyers and T. Townsend at Portland (1840). (Lewis, 1995, p. 25ff; Tibbits & Roennfeldt, 1989, p. 17ff & p. 53) While none of the earliest built fabric survives in the Commercial Precinct this grid and some of the very earliest land use does.

For example, the Caledonian Hotel, commonly called the Stump, was established in 1844 and the existing fabric probably

dates from 1850 when the licensee, David McLaws bought the acre of land he had been leasing at the corner of Bank and James Street. The attic rooms remain unfinished leading to the popular notion that the workmen abandoned the construction for the gold fields. The McLaws family, who were Scottish, held the property until 1887. 'The Caledonian Inn became well known as the venue for horse sales, including those of Thomas Browne, better known as the writer Rolf Boldrewood, who lived in the Port Fairy district from 1843 to 1856. In 1856, sales were conducted for William Rutledge & Co and in November 1872, the Western Horse Bazaar was opened by William O'Brien. Meetings of the Belfast Racing Club, Belfast Rifle Club and Belfast Rowing Club were also held at the Caledonian Inn. The hotel was used for functions as varied as: inquest hearings, commercial auctions and entertainment such as the Tradesmen and Farmer's Ball in 1855.' (on-line HR, H0247) Its early colonial form is particularly significant.

In contrast, the Star of the West Hotel on the north-west corner of Bank and Sackville Street was described as 'the largest and most commodious [hotel] in the Western District' when it opened in late 1856. (Marriott, p. 104) And James Bonwick, a year later wrote that [the hotel] ".is, perhaps, superior to anything out of Melbourne". (Bonwick, p. 80 & 94.) John Walwyn Taylor was born in the West Indies and was owner of the hotel. The hotel had started in 1844 as the Sally Ann with Captain John Sanders as the licensee. (Hill, p. 2) It too was a focus for social activities, especially associated with sport, but also of a rather grander style with its ballroom and vice-regal patronage. Cobb and Co. coaches stopped there. (Bailliere, p. 35) It was used by the local Masonic Lodge and Ancient Order of Foresters court. Politicians used the hotel, including the balcony, for canvassing. Dentists and doctors provided professional services at the hotel from time to time. The 1907 Commercial Travellers' Association's official 'List of Association Hotels, etc.' includes the Star of the West, under Mrs Humphreys, as the only place endorsed in Port Fairy.

At a much more humble scale, a widower, Mrs Margaret Bermingham ran the former Victoria Hotel at No. 34 Bank Street for about thirty years until 1901 when she was 74 years old. (Marriott, p. 138; Syme, 1991, p. 79; Syme, 2009, p. 125) The building dates from 1867 when the property changed hands for a thousand pounds. Her husband, Thomas Bermingham, had conducted his shoemaking business from the timber shop on the west side of the building from 1856. He obtained the first licence in 1867 but died suddenly in 1874. (Syme, 1991, p. 79; *Argus*, 1 Oct 1874, p. 3) The hotel was delicensed and closed in 1909, the name transferring to what had been known as the White Hart Family Hotel on the north-west corner of James and Bank Streets (now the Victoria Hotel, 42 Bank Street). (*Argus*, 17 Nov 1909, p. 11)

The Stag Hotel on the corner of Sackville and Cox Streets was also established before the discovery of gold. The building was operating by 1848, believed to have been established in 1847 with the licence granted to the same Captain John Sanders but, having survived the shipwreck of the *Dusty Miller* off Rabbit Island in 1841, he was soon dead at the age of 38 years. (Marriott, p. 94-5; Hill, p. 2) His widow married Lennox Trew and they owned it until the late nineteenth century when it became a boarding house and then a boarding school. One early licensee was the local architect and prominent citizen, John Mason.

There were many other hotels, large and small. The Royal Oak was licensed in 1857. Its verandah dates from the early 1900s. The Bank Hotel at 30 Sackville Street survives as a shop. The Farmer's Arms, on its site by 1845, was located in the middle of the main shopping strip of Sackville Street. For a while it was run by John Walwyn Taylor before he established the Star of the West and then by Patrick Tennyson. Then, in 1893 Tennyson's Hotel at No. 52-54 Sackville Street was built beside it. Both burnt down in suspicious circumstances in 1977 and were demolished. (Syme, 2009, p. 168)

The hotels could provide stabling and feed for travellers' horses and some of these structures and other outbuildings survive, sometimes in ruins. As late as 1896, the large Tennyson's Hotel in Sackville Street advertised 'free' stabling and Mrs Bermingham offered stabling at her small Victoria Hotel in Bank Street. (Witton, p. 653) Alternatively, adjacent livery stables provided horses and provisions for horses. The building at No. 48 Bank Street, conveniently located close to at least three hotels, was a livery stable until 1886 when it was taken over by the government to become an Orderly Room in association with the improvement of the fortifications at Battery Hill. (Syme, 2009, p. 129) Later the building became a picture theatre and dance hall known as the Fairy Palace. That role was superseded when the present cinema,

first proposed before the Second World War, was built in 1954. Blacksmiths and farriers would also be located close to hotels. But, by 1904, on the eve of the arrival of the motor car, there was no separate livery stable listed in the Sands and McDougall Directory and only two blacksmiths or farriers.

The role of livery stables, blacksmiths, farriers and saddlers was taken over by service stations and car mechanics. Two were located within the Commercial Precinct, both built in Bank Street after World War Two, which had become the main entrance to the town from the Princes Highway. These too have been superseded. Rooney Motors, a Mobil Service Station at the north-east corner of Bank and James Streets, a Moderne design, was demolished in the early 2000s and the Shell service station at the north-west corner of Bank and Barclay Streets, which had been Webb's Foundry and Carriage Works and Richter's Saddlery, closed about five years later. (pers. comm., Joan Powling; Syme, 2009, p. 126)

The commercial heart of Belfast was an important financial centre not only for local businessmen and traders but also its hinterland. In 1865, as well as a Lloyd's Insurance agency, there were 'branches of the Australasian, Victoria, and Savings Banks, and of the Liverpool and London and Globe, Australasian, Victoria, Australian Alliance, European, Imperial, and Australian Mutual Insurance offices.' (Bailliere's, p. 35) Bank Street was probably named by 1844 and certainly by 1850. The Lt. Governor, C. J. La Trobe had appointed Rev. Thomas Braim, William Rutledge Esq. JP, J. Ritchie Esq. JP, the Rev. Thomas Slattery and R. H. Woodward Esq as trustees of the Belfast branch of the Port Phillip Savings Bank. (*Argus*, 3 Oct 1849, p. 1) The Savings Bank building at No. 28 Bank Street on the north-east corner of Barclay Street was not built until about 1864. It is still indicated as a bank on the 1885 plan of 'Town of Belfast Great Sale of Hotels, Stores, Shops, etc.' but became shops and dwellings on relocation of the State Savings Bank to premises in Sackville Street, in the early twentieth century. The earliest and most important bank, however, was the Bank of Australasia on the corner of Sackville and Cox Streets. It must be remembered that Cox Street was an important thoroughfare, leading directly from the Portland Road down to Rutledge's Stores and the Steam Packet wharfs on the river. The bank was designed by the newly arrived architect, Nathaniel Billing and built in 1857 by contractors, McKenzie and McCowan. In 1910 the Colonial Bank built on the corner of Sackville and Bank Street, the site of the former Oddfellows Hall, diagonally opposite the Bank of Australasia. (Trethowan, p. 13) Then, in the early twenties a young firm of architects, Stephenson and Meldrum, which would become the biggest in Australia, designed the new State Savings Bank at No. 49-51 Sackville Street, one of 14 branches in suburban Melbourne and regional Victoria. (Goad et al., pp. 32 & 100) (They designed a grave in the Art Deco style in the Port Fairy Cemetery about the same time.) All the banks included the traditional side entrance to the manager's residence upstairs. In 1904, Freckleton & McCallum, whose premises built in 1890 were at No. 24 Bank Street; advertised their firm as 'Auctioneer, Accountant, Stock, Land, Commission and Insurance Agents, regular auction sales held in Town and District'. (Sands & MacDougall, p. 739) The building later became a dentist's rooms, the Historical Society's rooms and is now a pizza restaurant. The stylish building at No. 50 and 50A Sackville Street, built in the 1960s and which uses smart new materials, was designed by the Warrnambool architect, Tag Walter. 'Ozzie' Steele ran his real estate and insurance agency, described as an 'empire' from the very narrow shop and his wife ran a women's clothing store in the larger shop. (pers. comm., Garry Lockett)

There were two newspapers in Port Fairy in the nineteenth century, the *Belfast Gazette* and the *Banner of Belfast*. The *Gazette* was published in Belfast in 1849 by Thomas Hamilton Osborne, briefly MLA for Belfast-Warrnambool before he died in 1852. But the next editor, Arthur Youngman who was joint-owner with George Fuller, moved the business to his home on the north-west corner of Sackville and Campbell Street. Youngman had worked on the Melbourne *Argus.* He established the Belfast Book Depot and was librarian for the book club and later the Mechanics Institute. (Brown, p. 65 & 67) The business failed to flourish and Youngman's daughter, who worked on the paper herself, remembered 'the opposition journal established and supported by the squatters and the Catholic party was a great drawback' and her father's partner 'contrived to absorb what little profit there might be' but it seems much more likely that Youngman was just a poor businessman. (Brown, p. 37) The partnership was dissolved in 1854 and Youngman ceased publication in 1864. G. W. Osburne was the owner from 1876 and it was during his time that a disastrous fire in 1880 destroyed 'the drapery shop of D. M. Ross, the *Gazette* office, the stationery and printing shops of William Earle, Captain John Mason's [architect's] office, Ireland's timber and hardware store, and the large two-storeyed bluestone and brick store of Hutton

Bros, or, on modern street numbering, Nos. 55 to 63'. (Powling, p. 280) The *Gazette* moved to the premises at No. 44 Sackville Street in 1885 and was published from those premises until the early 1990s. Most of the 1868 building, which became the *Gazette* office and adjoining printing works, survives and is one of the older commercial buildings in Port Fairy. (Syme, 2009, 167 & 296)

Local government in the region was established in 1853 as a road board and as a municipality in 1856. The Borough of Belfast and the Belfast Shire were proclaimed in 1863. John Mason was the first Mayor. He had arrived in Port Fairy in 1852 and was first an innkeeper then 'a carpenter, stonemason, architect, surveyor, building contractor, insurance agent, estate agent, honorary technical adviser to the Borough, and treasurer to the Shire and Savings Bank Actuary'. (Powling, p. 115) Scandalously, John Mason was tried for embezzlement against the Bank in 1883. (*Argus*, 17 Feb 1883, p. 12) The Borough has been located in several buildings over the years, meeting first in the Merrijig Inn. The first discrete offices were in the single storey building in Sackville Street adjacent to the Stag Hotel from 1858 to 1882. (Syme, 2009, p. 211) The Borough of Belfast Chambers was then located in Bank Street in a building built in 1865 and formerly used as the Post and Electric Telegraph Office, which was purchased in 1882. It had replaced the timber Post Office built on that site in 1857 by John Mason, who built and possibly designed the 1865 structure. (Powling, p. 115) The Post Office had been located in Gipps Street serving the wharfs, traders and other businesses there. Its move to Bank Street demonstrates a significant shift in commercial activity away from the Moyne River. The Borough Council continued to occupy the 1865 building until the late 1980s when it relocated to the former Bank of Victoria building in Cox Street, which had been a restaurant. The postal role of the Bank Street building is still reflected in the cast iron pillar box in the street outside.

The Post Office moved to a new building constructed between 1880 and 1881 on the north-east corner of Sackville and Cox Street. The site had formerly been occupied by a number of single storey timber buildings including a saddler's shop on the corner. The grand and formal two-storey building reflected the importance of its role and compares favourably with the new post offices built in Portland and Warrnambool around the same time. As with the banks, there was a side entrance to the Post Master's residence on the first floor. There have been changes to the building over the years. The central arches of the facade originally formed the entrance, as evidenced by the worn bluestone steps below the present windows. The interiors are now very much altered. And although the postal function ceased in 2007, the postal service returning to almost the same location as it had been in Bank Street, the building remains the most imposing public edifice in Port Fairy.

Many trading houses, stores and shops survive in the Precinct from the mid and late nineteenth and from the early twentieth century. Extra shops have been squeezed onto vacant sites, such as former lanes or rights of way. Some important redevelopment occurred post World War Two. The range, perhaps the best surviving representation of continuous commercial activity in Victoria, reflects much change in building type, fabric and style. New development has continued including on infill sites following Port Fairy's boom as a seaside holiday and heritage tourism destination. A few key retail buildings survive from the 1840s, such as the pair of shops at No. 42 Sackville Street and the *Gazette* office at No. 44-46 Sackville Street. The east side of Sackville Street was the main retail 'strip'. The Cheapside Warehouse built in 1864 at No. 43 Sackville Street by Hutton Brothers 'one of the town's longer-lasting businesses (drapery, groceries, wines and spirits and ironmongery)', the two storey at No. 39 Sackville Street in 1872 and the general store at No. 55 Sackville Street before 1880, both built by the Hutton's, are prominent survivors but there were many smaller enterprises. (Powling, p. 167-8) By 1900, there were: a draper, a bootmaker, a bookseller and stationer, an upholsterer, timber merchants (on a site still occupied by a hardware store), a hairdresser, a tailor, Orr & Goldie's general store, a bicycle shop, a butcher, another bootmaker, another general store, a fruiterer, a tobacconist, a newsagents and a fancy goods shop. On the opposite side there were fewer shops but also a fruiterer, a visiting dentist and a chemist, Ernest Wade. (Sands & McDougall's, p. 740) In 1936, Olive Powell, one of the first women pharmacists in Victoria, built new premises at No. 32 Sackville Street on a lane beside the Bank Hotel. It was in the Art Deco style and very well fitted out, continuing as a chemist's shop until 1979 when John and Joan McLean, her successors in 1976 built a new shop at No. 35 Sackville Street. (PFHS, *Newsletter*, July 2006) The former pharmacy, which had become a fish and chip shop, burnt down in June 2006. The earlier pharmacy, a timber building built in 1856 by A. Russell located on what is now the Village Green and owned by chemist, David Brown burnt down in1959. He relocated to a new shop at No. 27 Sackville

Street. (Syme, 2009, p. 151-2)

Dublin House, at No. 57 Bank Street, was built in 1870 by Robert McMahon and not in 1855 as suggested by the date in the parapet. McMahon had owned the property from 1854 and there was a small timber building previously rated on the land. He ran a drapery business from the premises until his death in 1885. (Syme, p. 83) The next owners, Robert and Charles Showers established a produce, ironmongery and general business which passed on to Samuel Griffen and Joseph Powell in 1905 and then to John Sproal in 1925. He converted it into a butcher's shop and bakery. (Syme, p. 83) There was a bakery at 51 Bank Street operated by the Chittick family, still one of the biggest bakers in Warrnambool, and by C. E. Grey from 1904. Another long-term bakery survives on the south-east corner of Bank and Barkly Streets, run for many years by the Cobb family and still operating under that name, although Mrs Elsie Cobb has retired.

The Commercial Precinct has always provided entertainment and education. Much went on in the local hotels including balls, dinners and the meetings of various societies and associations. They continue in this role generally but also now as venues for various festival events. The social consolidation of the town is demonstrated by more permanent, purpose-built buildings whose formal architectural style reflects deep cultural values and community aspirations. The Mechanics Institute building was erected on land given for the purpose by James Atkinson and is known to have been partly built in 1865. (Powling, p. 129) The architect may have been John Mason from Belfast but Andrew Kerr from Warrnambool called tenders for a new hall '60' long, 30' wide, 12 windows of which two are in the front' for the Mechanics Institute. (Syme, 2009, p. 152 quoting the *Banner*, 4 August 1860) Additions were made in 1869 and the building was finally completed in 1871. The Lecture Hall was built in 1881/82 by the Mechanics Institute on land given by Atkinson to the 'Belfast Temperance and Philharmonic Society' and replaced the former Sydney Store which had been converted into a Temperance Hall. It provided more than musical entertainment in 1861 with a 'Grand Stereorama Exhibit' a precursor to the moving films shown in the early twentieth century. The former Drill Hall became the Fairy Palace Picture Theatre in the 1920s, operated by "Skippy" Wilson it was superseded in 1954 when the present cinema, now called the Reardon Theatre in honor of J.H. Reardon, was built with a capacity of 600. The architects were Cowper Murphy & Associates, the most prominent firm designing cinemas in Australia at the time. (Heritage Matters P/L, 'Jaffas Down the Aisles', 2008, p. 22 & 29) For many years it was headquarters for the Port Fairy Folk Festival Committee. The cinema is still used to show films for the Port Fairy Film Society and commercially over the summer holiday season, but it is also important as a venue for the Spring Music Festival and the Ex Libris Book Fair.

The house at No. 26 Sackville Street was built in 1937 after the land, which had been the bank manager's garden, was purchased from the Bank of Australasia in 1936. No architect is known. The new owner was Dr Brian Rosse Woods who was a returned soldier, one of the founders of the local RSL and one of its first presidents. He had married a French woman who was a gifted pianist and who gave recitals in the house. The house was built by Jack McLaren with Russell Clarke, later a master builder and mayor of Port Fairy, as his apprentice. Granite from Scotland was imported for the house by the local hardware and building suppliers, Kevin and Nancy Guyett. It was used in the main chimney breast and in the garden paths. The Guyetts' store has developed into Brookes Timber and Hardware Supplies. The Guyetts were also undertakers with on site plumber, carptenter and coffin makers. The un-named lane which runs at the rear of Sackville Street is colloquially known as 'Coffin Alley'. The Guyett family purchased the house at No. 26 Sackville Street .

The other important residence in the Precinct is the bungalow on the south-west corner of Bank and Barkly Street. The land, then comprising two acres, had been leased from 1843 by John Mason. (Town of Belfast, 1850) The bungalow was the home of Jack Whitehead Powling, a leading citizen, a member of an important legal family in Port Fairy and the author of its history, *Port Fairy, the First Fifty Years* published in 1980. He was a Flight Lieutenant in the RAAF during the Second World War, serving in the Philippines and winning the US Bronze Star. (Forth, pp. 124-5) His offices had been at No. 6 Princes Street but the firm is now absorbed by amalgamations with other long-established legal firms, in premises built in the 1960s at No. 38 Bank Street. The house at No. 29 Bank Street, described in the original drawings as a 'cottage', was designed by W. L. H. Forsyth, a Melbourne architect in 1936, the year before Powling married Lillian Isabel Corlett, and was also built by the Guyett family. (Joan Powling, pers. comm.) The house was extended to the west

in 1964-5 and again to provide improved services under one roof.

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Description

Physical Description

The Port Fairy Commercial Precinct comprises sections of Bank Street and Sackville Street and hinges around their intersection. It runs along Bank Street from immediately east of William Street to the Railway Reserve and from just north of Bank Street to immediately south of Cox Street. The earliest remaining historical evidence in the Precinct is the strict street grid itself with streets 99 feet (30.5m) wide. The original one acre allotments are much sub-divided. The topography is quite flat and the roads are fully sealed, curbed and channelled. Substantial sections of the bluestone curb and channelling survive with important drainage systems located at the intersection of Sackville and Cox Streets. Earlier curbs and channels are known to survive under more modern infrastructure. Timber hitching posts survive outside the National Bank in Cox Street. The footpaths are asphalt over concrete flag stones. In a very small number of places, such as outside No. 42 Sackville Street, bluestone flags are evident. There are modern roundabouts at the two main intersections. There are several modern interpretative signs in the streets including a memorial to the Murray to Moyne cyclist, Graham Woodrup on the south-west corner of Bank and Sackville Streets.

The Bank and Sackville Street intersection is dominated by the Star of the West Hotel, the tallest building in Port Fairy with a most imposing two-storey cast iron L-shaped verandah and steep, asymmetrically pitched roof. It was once described as the finest hotel outside Melbourne. Yet diagonally opposite is the open space for the modern 'village green', formerly the site of early single-story timber shops. The adjacent Royal Oak Hotel, formerly the Commercial, which is almost as old as the Star of the West has an Edwardian timber verandah. It retains important outbuildings and stone walls. The other very imposing buildings in the eastern end of the Precinct are the former Bank of Australasia, Seacombe House and the former Post Office at the intersection of Sackville and Cox Street. The Mechanics Institute Library and Athenaeum make a particularly fine pair of buildings with their neo-Classical architectural style indicating their intellectual function. The former Borough Chambers in Bank Street, which once incorporated the Post Office as evidenced by the early pillar box outside, is also neo-Classical representing both its formal roles. The late nineteenth-century building at No. 24 Bank Street is perhaps the most interesting neo-Classical building now ironically beside a mock-historic interpretation of nineteenth-century commercial architecture. It skilfully incorporates trabeated and arcuated systems of represented structure in a severe version of the Tuscan Order. Several buildings have functioned as banks and they too are neo-Classical. The largest and finest is probably the former Bank of Australasia which dominates the corner of Cox and Sackville Street. One of the more interesting examples is the Commonwealth Bank, formerly the State Savings Bank of Victoria, probably designed by a young Arthur Stephenson who founded what became Australia's largest architectural practice, Stephenson and Turner. It is in the neo-Georgian revival style and, despite its heavy detailing, has a domestic quality and scale. The former bank at No. 28 Bank Street, now a shop and restaurant retains evidence of its sequence of development including the former bank entrance, the vault, the later cast iron verandah and the blue and white tiles of the former butcher's shop.

While the building stock is remarkably mixed in its dates, building types, materials, forms and scale, most of the buildings are shops. Most of the shops and the other more formal buildings have parapets, even very elaborate timber examples, although several buildings have exposed roofs. And while almost every shop has a verandah, there is a similarly wide range including simple timber post-supported verandahs, cast iron verandahs and, after the First World War, cantilevered verandahs. Several verandahs are reproductions. Some shops have been introduced on land which was formerly laneways, a tradition across more than 150 years. Many of the present buildings have replaced buildings destroyed even as recently as 2009. These infill buildings are almost always compatible with the mixed streetscape.

It is clear that many of the shops had associated residences whether at the rear or above. There are three houses within the

commercial core of the Precinct. The former doctor's residence at No. 26 Sackville Street is a fine two-storey building, a severe interpretation of the Arts and Crafts style and dates from 1937. Its planning is of interest with the separate surgery entrance on the south side, an octagonal sitting room in the centre dominated by a massive fireplace of imported Scottish granite and what appears to have been a sleep-out porch at the first floor level. The off cuts of the Scottish granite were used to create the garden paths. The modern garden planting complements the architecture of the house well. The rough limestone wall appears to be original and is in contrast to the clear lines of the house. The oldest is the former home of a baker and is still associated with the adjacent bakery. It is a conventional Edwardian dwelling on the corner of Barkly Street. The third is on the west side of Barclay Street at No. 29 Bank Street. It is an important example of early twentieth century domestic architecture derived from the Craftsman Bungalow movement of the eastern United States rather than the more common Californian movement. It is complemented by a substantial and mature garden although most of the productive fruit trees, the vegetable patch and chook yard are gone. The house includes important modern elements, such as glass louvre windows in the sun room, as well as more traditional arrangements such as the servery between the kitchen and the dining room.

Sackville Street, rather than Bank Street, seems to have been the main shopping street in the past. There are very small scale timber shops surviving from the 1840s, 1850s and 1860s, such Nos. 42 and 44-46 Sackville Street. More conventional later nineteenth century shops survive at the single-fronted two-storey shop and dwelling at No. 33 and the double-fronted single-storey shop at No. 55 Sackville Street. The nineteenth century shops, if they have any sense of style, could be described as Renaissance Revival. Several have intact or nearly intact timber shop fronts. Two Edwardian shops at No. 62-64 Sackville Street have distinctive masonry gables and large plate glass windows and re-entrant doorways. Many shopfronts survive from the Interwar period or were remodelled at that time. There are distinguished by their use of extruded metal glazing frames, some of which include the manufacturer's plaque such as E. L. Yenken and Co at No. 45 and 47 Sackville Street with brown glazed tiles on their stall boards, but the cast iron verandah and exposed half-hipped roof betray a much older structure. The present newsagency is clearly a bluestone structure dating from the 1850s, including its timber detached kitchen, but with an elaborate Art Deco shop front with classic black and orange glazed tiles on its stall boards. The row of three shops, Nos. 34 to 38 Sackville Street, now united as one supermarket, is an important Interwar example. A few post World War Two shops also contribute to the streetscape and continue the range of examples. Of special note is the former Steele's at Nos. 50 and 50A Sackville Street with its angled shop front, stainless steel window framing, square glazed tiles (mushroom pink but presently over-painted) and aluminium cladding in the framed parapet. The dramatic but stylish metal sign "Steele's" in classic post World War Two angled lettering has been removed from the parapet. The newest commercial building at No. 32 Sackville Street, yet another replacement after a fire, is on the site of Olive Powell's Pharmacy which was previously a lane.

Bank Street, which was always a commercial centre near the Bank Street intersection, has become an even more important centre with the steady increase in motor traffic after World War Two. There were two service stations, the Moderne style Rooney's Motors on the north-east corner of Bank and James Street, now demolished, and the later former Gleeson's Motors on the north-west corner of Bank and Barclay Street. These were in contrast to the former nineteenth century livery stables at No. 48 Bank Street, later used as the Drill Hall. For a short time in the Interwar period, this building was used as a cinema. Another very important post World War Two building is the Reardon Theatre, built of Mount Gambier Stone in a late interpretation of the Art Deco style. It dominates this section of Bank Street. The former Wallacedale Salvation Army Hall was moved into its present location about the same time. Perhaps the oldest surviving nineteenth century buildings are the three hotels. The Caledonian Hotel at No. 41 Bank Street, on the south-west corner of James Street, said to have been built from the mid-1840s, is most likely to date from 1850 and is critically important for its L-shaped plan, long low form and tiny dormer windows in the roof. By contrast, the former Bermingham's Victoria Hotel at No. 34 Bank Street is not set on a corner and is much smaller but more formal in its very simple Renaissance Revival style. Interestingly, the cornice of the masonry eastern half of the facade is continued in timber on the western half. A photograph dated prior to 1901 shows a large sign above this section. The hipped roof behind the parapet appears to be a single structure. The large window and door in the timber section, which replaced the original multi-paned large windows on either side of the central doorway, have 1960s detailing. The present Victoria Hotel, formerly the White Hart is on the north-west corner of Bank and James Streets. It assumes the classic form of a two-

storey corner pub with the entrance to the public bar located in the canted corner. Dublin House is the last major commercial building in the Precinct and is set within a context of small cottages and shops and more recent housing. It repeats the standard two-storey retail form, with important surviving shopfronts, that occurs in Sackville Street. There is an important old lamp at the entrance, once a standard feature outside hotels and other public buildings. The predominantly single storey scale of Bank Street west of Barclay Street, other than key public buildings which should always remain dominant, is an important part of its character.

Significant to precinct:
- Former Glaxo Social Club (Sea Scout's Hall), 5 Bank Street
- Infant Welfare Centre (excluding the pre-fabricated building), (Lot 1) 6 Bank Street
- Royal Oak Hotel complex (including the stone hotel building, the bluestone cobblestones and remaining walls off the stables, the timber storage shed and the timber leading barman's residence), 9 Bank Street
- Pair of Shops, 17-19 Bank Street
- Former Post Office and Former Borough Chambers, 20 Bank Street
- Pair of Shops, 21-23 Bank Street
- Former Freckleton & McCallum Offices, 24 Bank Street
- Shop and Edwardian Timber House, 25 Bank Street
- Former State Savings Bank 26-28 Bank Street
- Bungalow (Powling Residence), fence and Garden (including *Metrosideros excelsa* x 2 (New Zealand Christmas Tree), *Lagunaria patersonii* (Norfolk Island Hibiscus), *Juglans regia* (Walnut), 29 Bank Street
- Timber Hall (Former Wallacedale Salvation Army Hall), 31 Bank Street
- Timber House, 33 Bank Street
- Former Victoria Hotel, 34 Bank Street
- Reardon Theatre, 35 Bank Street
- Former White Hart Hotel (Victoria Hotel), 42 Bank Street
- Former Livery Stable (Drill Hall and cottage), 48 Bank Street
- Former Bakery, Timber Shop and Residence, 51 Bank Street
- Dublin House, 57 Bank Street
- Timber Shop, Residence and Garden, 65 Bank Street
- War Memorial, 6 & 4a Bank Street

- Senior Citizens Hall, 19 Barclay Street

- National Bank of Australia, 23 Cox Street; and former bank residence, 19 Sackville Street

- Former Stag Inn, 22 Sackville Street
- Former Post Office, 25a Sackville Street
- Former Doctor's Residence (House and Garden), 26 Sackville Street
- Modernist Shop, 27 Sackville Street
- Former Bank Hotel, 30 & 30a Sackville Street
- Modernist Shop, 31 Sackville Street
- Shop and Residence, 33 Sackville Street
- Row of Former Shops x 4, 34-38 Sackville Street
- Shop, 39 Sackville Street
- Shop, 41 Sackville Street
- Timber Shop and Stone Bakery, 42 & 42a Sackville Street
- Former Cheapside Warehouse and Neon Sign, 43 Sackville Street
- Pair of Timber Shops, 44-46 Sackville Street
- Shop, 45 Sackville Street
- Shop, 47 Sackville Street

- Shop and Residence, 1/48 & 48 Sackville Street
- Commonwealth Bank and Residence, 49-51 Sackville Street
- Modernist Shops x 2 (Former Steele's), 50 & 50a Sackville Street
- Shop, 53 Sackville Street
- Shop, 55 Sackville Street
- Brookes Hardware (part of 2), 61 Sackville Street (Comprised of two shopfronts - 57-59 and 61-63 Sackville Street)
- Pair of Edwardian Shops, 62-64 Sackville Street
- Mechanics Institute & Library, 65 Sackville Street
- Offices, 66 Sackville Street
- Lecture Hall, 67 Sackville Street
- Shop, 68 Sackville Street
- Shop, 70 Sackville Street
- Interwar Shop, 72 Sackville Street
- Shop, 74 Sackville Street
- Star of the West Hotel and Stone Boundary Walls, 76 Sackville Street

- Right of way between 47 and 49 Sackville Street
- Shop, 52 Sackville Street

Contributory to precinct:
- Professional Offices, 38 Bank Street
- Brick Shop and Corrugated Iron Store at rear, 39 Bank Street
- Shop, 39a Bank Street
- Conite Cottage, 53 Bank Street
- Timber Shop, 55 Bank Street
- Timber Shop, 56 Bank Street
- Road Reserve and street infrastructure, Bank Street

- Timber Posts x 2 outside N A B, 19 Cox Street
- Shop and Residence, 27 Cox Street
- Shop, 29 Sackville Street
- Shop and Dwelling (2009) (Part of IGA Supermarket), 32 Sackville Street
- Memorial to cyclist, 74 Sackville Street (on SW corner)

Non-contributory to precinct:
- Former kindergarten, 6 Bank Street
- Row of Shops 8-12 Bank Street
- Village Green, 13 Bank Street
- Shop, 22 Bank Street
- Shop, 24a Bank Street
- Modern Bank, 32 & 32a Bank Street
- House, 40 Bank Street
- Motel, 47 Bank Street
- House, 49 Bank Street
- Victoria Apartments, 1-18/50 Bank Street
- House 1/54 Bank Street
- House, 58 Bank Street
- House, 60 Bank Street
- Exchange, 61 Bank Street
- House, 62a Bank Street

- House, 62b Bank Street
- Road Reserve, Barclay Street
- House, 28 Cox Street
- Road Reserve, Grant Street
- House, 35a James Street
- Shops and motel, 54-58 Sackville Street
- Shop 81 Sackville Street
- Road Reserve, Princes Street
- House 1 B Grant Street
- House 1 A Grant Street
- Store, 35 Sackville Street
- Former Squash Courts, 61 (rear) Sackville Street (facing Princes St)
- Shed, 4 Bowls Court

Statement of Significance

What is significant?
The Port Fairy Commercial Precinct is situated at the centre of the street grid of Port Fairy between the activities specially associated with the Moyne River and the residential areas to the north, west and south within the grid. The pattern of the streets is important for following a conventional government design notwithstanding the opportunities possible in a privately developed township. The strict grid still regulates the character of the town and remains one of the earliest legacies. The L-shaped Commercial Precinct which pivots about the intersection of Bank and Sackville Streets, while mixed in its building ages, types and forms is remarkably consistent overall with most new development inconspicuous within the two streetscapes. Public and private buildings are intermingled. There are many layers of development, reflecting periods of prosperity along with some periods of recession, if not stagnation. The surviving sequence of development is possibly unrivalled in Victoria other than at Portland.

The key heritage characteristics and elements of the Port Fairy Commercial Precinct are:

- The representative collection of commercial development from key periods of Port Fairy's development: 1840s-1850s, 1860s-1880s, 1890s-1910s, 1920s-1930s, and 1950s-1960s including many traditional occupants such as butcher, baker, chemist and newsagent.
- The consistent zero setback of the single and double-storey scale buildings.
- The traditional verandahs (including cantilevered examples) and mostly intact shopfronts.
- The prominence and dominance of key public buildings.
- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The surviving hotels including: the Caledonian, the Star of the West, the White Hart (now the Victoria Hotel), the former Victoria Hotel (now abandoned), the Royal Oak (formerly the Commercial Hotel), the former Bank Hotel (now a video store), and the Stag Inn (now Seacombe House).
- The former Post Office and Borough Council Chambers.
- At least three bank buildings, two of which were designed by architects of state significance, Nathaniel Billing and (Sir) Arthur Stephenson.
- The Athenaeum and Library, both designed by John Mason, as a pair of public buildings.
- The former Drill Hall, once a stable and also used as the Fairy Dell Cinema, and its associated cottage.
- The former Maternal and Child Health Care Centre.
- The residence, garden and trees, at No. 27 Bank Street, of J. W. Powling, lawyer and town historian.

- The residence, at No. 26 Sackville Street, of Dr Woods and subsequently the Guyett family.
- Street infrastructure including hitching posts, posts used as street signs, a cast iron pillar box, the stump of a cast iron gas lamp, bluestone gutters and drains (some now buried below later infrastructure), and remnants of bluestone paving.

The physical fabric of the Precinct is largely intact to its mixed but picturesque appearance in the late 1970s when conservation planning controls were introduced after the Cox Tanner Report recognised the heritage value of the town. Sites which have been rebuilt since 1980 under this new cultural sensitivity include: 32 Sackville Street, 54-58 Sackville Street, 12 Bank Street and 22 Bank Street. More subtle social change is evident in the shifting nature of the businesses and other services with cafés and lifestyle shops replacing a draper, a shoe shop and a men's clothing store. Where there were three butchers and one real estate agent there are now one butcher and four real estate agents. The Athenaeum continues to be used for regular performances including by world-renowned artists. The Library continues (including the rare retention of much of its original holdings). The Senior Citizens Hall continues but the Infant Welfare Centre has closed. Many traditional businesses continue, like the newsagency, pharmacy, banks and even dress shops, much as they always would have but in up to-date-forms. The Village Green, although representing the loss of three historic buildings, is now the central place where citizens and visitors assemble for markets, social events, official ceremonies and public demonstrations.

Significant places
5, 6, 9, 17-19, 20, 21, 23, 24, 25, 26-28, 31, 33, 34, 35, 42, 48, 51, 57 & 65 Bank Street
19 Barclay Street
23 Cox Street
19, 22, 25, 25a,26, 27, 30, 30a, 31, 33, 34-38, 39, 41, 42, 42a, 43, 44-46, 45, 47, 1/48, 48, 49-51, 50, 50a, 52, 53, 55, 61, 62-64, 65, 66, 67, 68, 70, 72, 74 & 76 Sackville Street
Right of way between 47 and 49 Sackville Street

Contributory places
38, 39, 39a, 55 & 56 Bank Street
Road Reserve and street infrastructure, Bank Street
19 & 27 Cox Street
Road Reserve, Cox Street
29, 32, & 74 Sackville Street

Non-contributory places
6, 8-12, 13, 22, 24a, 32, 32a, 40, 47, 49, 1-18/50, 1/54,58, 60, 62a & 62b Bank Street
Road Reserve, Barclay Street
28 Cox Street
Road Reserve, Grant Street
35a James Street
54-58, 35, 81 Sackville Street
1a, 1b Grant Street
Road Reserve, Princes Street
4 Bowls Court

How is it significant?
The Commercial Precinct of Port Fairy is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?
The Commercial Precinct is significant historically as the heart of one of the earliest and best surviving settlements in Victoria, especially of a maritime nature, reflecting all periods of the state's history from the pre-Separation period to the

'sea-change' phenomenon of the late twentieth century. It was, and largely still is, the focus of accommodation, professional, financial, business, trade, retail, communication, local government and cultural resources in Port Fairy. It is significant historically for its connections to all the key people responsible for the establishment and development of Port Fairy as a service centre for the township and its hinterland.

Some of the earliest buildings survive from the 1840s and 1850s, especially the hotels such as the Caledonian (1850), the Star of the West (1856), the Royal Oak (formerly the Commercial) (1857), the Stag Inn (now Seacombe House) (1847), and the Bank Hotel (now a retail outlet) (1858). Other hotel buildings survive from the 1870s, such as the White Hart Hotel (now the Victoria). The livery stables, built next to the White Hart and convenient to other hotels, was built in 1873, then became a Drill Hall in 1885 and in the early twentieth century the Fairy Palace or Fairy Dell dance hall and picture theatre.

A few commercial premises survive from the earliest period, such as the former *Gazette* newspaper office (1878), representing one of the oldest and longest lasting newspaper mastheads in Victoria and the former Bank of Australasia in Sackville Street (1857). Many more shops, stores and offices survive reflecting the economic success of Port Fairy as a service centre until the bankruptcy of William Rutledge and Co. in 1862 and the rise of Warrnambool. Change continued gradually as people, both professional and those 'in trade' came and went over the years. Little development occurred in the later nineteenth century but the commercial premises at No. 24 Bank Street (c.1890) adopts the heavy architectural formalism typical of that period and the pair of Edwardian shops at 62-4 Sackville Street (1900) indicate a major change is style and scale. Dramatic events such as fires brought rapid change, even in the twenty-first century.

Important later public buildings reflect the social and economic consolidation of the town in the 1860s, 1870s and 1880s, such as the Mechanics Institute (from 1865), the former Post Office and later the Borough Chambers (1865) in Bank Street, the later Post Office (1880) in Sackville Street and the Lecture Hall (1881/82). The twentieth century brought more change including: a new Art Deco pharmacy run by a woman; the construction of the Maternal and Child Health Care Centre at No. 6 Bank Street; the demolition in 1977, after another fire, of the Farmers Arms (1845) and Tennyson's Hotel (1893); the construction of what is now the Commonwealth Bank before World War Two and the Guyetts, now Brookes, hardware store after the War. A motel and Chinese restaurant replaced Tennyson's Hotel and many years later a pair of shops replaced the Farmer's Arms Inn. Change occurred as a result of new technology, with the Shell Service Station in Bank Street replacing Webb's Foundry and Carriage Works and Richter's Saddlery, only to become redundant itself in the late twentieth century. The interweaving of many roles, typical of a small town, is perhaps best represented by Captain John Mason, first Mayor of the Borough, innkeeper at the Stag, Captain of the Volunteers and the architect and builder of many of the buildings surviving from the nineteenth century in the Commercial Precinct. (Criterion A, Criterion C, Criterion D, Criterion G and Criterion H)

The Commercial Precinct of Port Fairy is significant architecturally for the wide range of its built fabric, representing all periods, many building types, and diverse architectural styles. Many of the buildings were designed by architects over the last 150 years including: the locals Nathaniel Billing and John Mason; the nineteenth century Warrnambool architect, Andrew Kerr; and the Melbourne architects (Sir) Arthur Stephenson, W. L. H. Forsyth and Cowper Murphy & Associates. Tag Walter, the prolific twentieth century architect from Warrnambool designed the shops at No. 50 and 50A Bank Street. Formerly Steele's, 'Ozzie' Steele ran a real estate and insurance agency from the very narrow shop and his wife ran a women's clothing store in the larger. The building has an angled and asymmetrical 1960s shop front, a cantilevered verandah, mushroom pink glazed tiles and aluminium facings. The dramatic but stylish metal sign "Steele's" in classic post World War Two angled lettering has been removed from the parapet. (Criterion D and Criterion E)

Between 1956 and 1960 Lillian Powling photographed Port Fairy and captured many buildings now gone or much altered. Two residences are of particular significance: the Powling residence at 29 Bank Street (1935) and the home and surgery of Dr Brian Rosse Woods at No. 26 Sackville Street (1937). The former remains substantially intact, with many original plantings in the garden including a *Juglans regia* (Walnut) tree, two *Metrosideros excelsa* (New Zealand Christmas Trees), a *Lagunaria patersonii* (Norfolk Island Hibiscus) and a *Leptospermum laevigatum* (Tea Tree). It is of

further significance for the aesthetic value of the matrix of built fabric, now highly valued and protected as a cultural and economic asset, which demonstrates a rich and continuing sequence of development. (Criterion D and Criterion E and Criterion H)

The Commercial Precinct of Port Fairy is significant socially not only for the continuing provision of accommodation and victualling to travellers of all sorts from the immigrants and pastoralists of the earliest days through to the tourists of the present time but also the provision of entertainment and education in the Mechanics Institute with its library, the Lecture Hall, two cinemas and many pubs from nineteenth century balls to the town's various modern festivals. These were social services regarded as important in the nineteenth century. Municipal offices were located within the Precinct until the early 1990s. Facilities such as the post World War Two Senior Citizens Hall and the Maternal and Child Health Care Centre have provided social services regarded as important in the twentieth century. The precinct retains the homes of at least two leading citizens, a doctor and a lawyer, which demonstrate their values as much as their role and position in the community. The Village Green is now the social focus of the town. (Criterion G and Criterion H)

Recommendations 2012

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes mature trees at 27 Bank Street
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Corbett Street Precinct Port Fairy		
Address	1-17 & 4-16 CORBETT STREET, PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct,Post Office		
Citation Date	2012		

Corbett Street

Recommended   **VHR** No **HI** No **PS** Yes
Heritage Protection

History and Historical Context

Corbett Street was not part of the original survey of Belfast, undertaken by James Atkinson as part of his Special Survey claim in 1843. It was surveyed by the Syndicate in 1885 and subdivided to provide access to smaller lots. It first appears in the map '*Town of Belfast, Great Sale of Hotels, Stores, Shops, Dwelling Houses, Business and Charming Residence Sites, etc.*' (1885). The subdivision may have been speculative to take advantage of the sale by the estate of James Atkinson. All of the land is marked as available for sale and no buildings are indicated. The map shows that Albert Vizard, possibly a police constable, occupied the vacant land on the eastern side and George Barnacle the western side. By 1885, George and his wife Elizabeth were living in Cox Street but farming on the outskirts of Port Fairy at Yates Hill. (Syme, 1991, p. 138) Corbett Street was named after F. A. Corbett who administered the business interests of the Atkinson family from 1868. (Powling: 1980, p. 220) It divided Section 18, Town of Belfast in half, creating 12 new allotments that addressed the relatively narrow street.

The surviving building fabric and early photographic evidence suggest that the land use within this street was residential.

An artist's bird's eye view in 1892 shows a majority of the allotments to be still undeveloped which is confirmed by an aerial photograph taken in 1948. Few buildings captured within this photograph survive today, apart from the dwellings located at Nos. 8 and 10 Corbett Street, which are late Victorian or Edwardian in style and form. These buildings have undergone alterations and additions over time with Nos. 3, 6 & 8 being clad in Conite, a technique practised widely post-World War Two. The row of three bungalows at Nos. 13, 15 and 17 were built in the late 1940s, the builder living in the middle house now much altered. The row is of interest for its use of rather old-fashioned details, possibly because of the shortage of building materials from wartime rationing at the time. The house at No. 17 is of interest for its use of mass concrete blocks, possibly 'hand made'. An aerial photograph taken in 1970 shows much of the land in Corbett Street is still vacant, but an increase in the residential buildings with shallow setbacks dominating the east side of the street and fewer buildings constructed on the west side. It is likely that the majority of the houses built in this period were permanent residences rather than holiday homes. Some are now the homes of 'sea-changers'.

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Description

Physical Description

The Corbett Street Precinct runs north-south from Cox Street to Campbell Street and only includes those houses fronting Corbett Street. There are no street tree plantings in the Precinct, however the four prominent *Agonis flexuosa* (Willow Myrtle) in front of the house at No. 6 act as a buffer between that dwelling and the street. The Precinct also has no defined footpath, nor curbs and channels and, with the exception of No. 16, the few existing driveways remain unsealed all of which contribute to the non-suburban character of the street. The power poles on the western side of the street are timber and the intersection of Corbett Street and Campbell Street still has an early, 1.0m high timber post with the street names written vertically on the respective sides.

The allotments have their original frontages except the three in the northeast corner of the Precinct, which represent the re-subdivision of two original allotments. The houses are all single-storey. They have differing setbacks behind a mixture of wooden picket, woven wire and brick fences, with all the garages set back substantially from the street. The housing stock is mixed with predominantly early cottages on the western side and post-World War Two bungalows on the eastern side. The dwellings at Nos. 8 and 10 on the western side are the earliest. No. 1, a relatively intact double-fronted late Victorian cottage featuring a decorative verandah and a hood over the front window, is a key dwelling in the Precinct. No. 4 is a late Victorian weatherboard which is also relatively intact. No. 16, although still a contributory building, has a substantial extension to one side. The 1940s house at No. 15 has been altered recently to the detriment of its integrity.

Significant to precinct:
- Timber House, 1 Corbett Street
- Conite House, 3 Corbett Street

- Timber House, 4 Corbett Street
- Conite House, 8 Corbett Street
- Timber Cottage, 10 Corbett Street
- Timber Cottage, 13 Corbett Street
- Timber Cottage, 14 Corbett Street
- Timber House, 16 Corbett Street
- Timber Cottage, 17 Corbett Street

Contributory to precinct:
- Timber House, 5 Corbett Street
-Conite Cottage, 6 Corbett Street
- Timber Cottage, 9 Corbett Street
- Timber Cottage, 11 Corbett Street
- Timber House, 15 Corbett Street

Non-contributory to precinct:
- House, 7 Corbett Street
- House, 12 Corbett Street
- Road Reserve, Corbett Street

Statement of Significance

What is significant?
The Corbett Street Precinct is located in the south-west quarter of the original central grid of Port Fairy. The street was created late in the nineteenth century. It was probably named after F.A. Corbett, agent of the Atkinson family after 1868 and possibly subdivided as a speculation to take advantage of the great 1885 sale of Belfast town lands still held by the estate of James Atkinson. Little development occurred, other than a few small cottages, until after World War Two. Some of these remain along with a few post-World War Two bungalows including three austere examples from the late 1940s built with hand-made concrete blocks. Most were permanent residences rather than holiday homes.

The key heritage characteristics and elements of the Corbett Street Precinct are:

- The late nineteenth or early twentieth century cottages at Nos. 1, 4, 8, 10, 14 and 16 Corbett Street.
- The mid twentieth century houses at Nos. 3, 13 and 17 Corbett Street.
- The consistent single-storey height and modest scale of built form.
- The generally uniform pattern of front gardens and side setbacks.
- The consistent low fence height in the precinct.
- The road alignment and allotment pattern resulting from the nineteenth subdivisions.
- The almost total absence of vehicle accommodation in front or side setbacks.

The street still remains informal with no street trees, little infrastructure and only power poles and lines to dominate the modest scale, form and materials of the cottages and houses. The street and the built fabric remain relatively intact, including the absence of intrusive public development, and in relatively good condition.

Significant places
1, 3, 4, 8 10, 13, 14, 16 & 17 Corbett Street

Contributory places
5, 6, 9, 11 & 15 Corbett Street

Non-contributory places
7 & 12 Corbett Street
Road Reserve, Corbett Street

How is it significant?
The Corbett Street Precinct, Port Fairy is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?
The Corbett Street Precinct is of historical significance for its relatively late subdivision as a minor within the central grid of Port Fairy. (Criterion A)

It is of architectural significance for its humble, turn of the century cottages and their modest form and scale, use of local materials and vernacular character. These can be compared with the modest houses built immediately after World War Two. This continuum is reinforced and united by the open and non-suburban character of the street. (Criterion D and Criterion E)

The Corbett Street Precinct is of social significance for representing the continuation of 'ordinary' Port Fairy notwithstanding its increasing role as a seaside holiday resort and 'sea change' destination from the 1960s. (Criterion G)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Cox Street Precinct Port Fairy		
Address	COX STREET, PORT FAIRY	**Significance Level**	Local
Place Type	Commercial Precinct		
Citation Date	2012		

Cox Street

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

Cox Street, Port Fairy was created in the original survey of Belfast, undertaken for James Atkinson. The merchant and squatter, John Cox after whom the street is named, enjoyed the best Van Diemen's Land connections. He established a business in 1839 and sold out to William Rutledge and Co. in 1843 (p. 4, *Earle's Port Fairy;* Billis & Kenyon, *Pastoral Pioneers,* p. 51). The 1850 '*Town of Belfast'* map shows a varied occupation of the land, with several stakeholders occupying large allotments at the eastern end but several unoccupied allotments towards the west. The 1854 rate book of the Belfast Road District suggests both residential and commercial buildings existed in Cox Street. The first banks and most of their successors were located between Sackville and Gipps Street. The police sergeant's cottage at No. 11 Cox Street was built as a telegraph office possibly as early as 1853, on a small block near the banks. There were six shops, the Stag Hotel and the Union Hotel and thirty six houses (Syme: 1991, p. 3). The most important of the houses was Emoh, at No. 8 Cox Street, the home, garden and commercial headquarters of William Rutledge. ¡®William Rutledge was inextricably entwined with the early history and prosperity of Port Fairy. (*Australian Dictionary of Biography*, vol. 2, pp. 411-412) Atkinson sold the land to Rutledge in 1849 who started to build the house in 1850 and by 1860/61 Emoh had

eleven rooms, a kitchen, pantry, laundry and store room (Syme: 1991 pg. 31). The architect is not known but the naive Classical detailing suggests the hand of John Mason, a local architect and builder. David Jermyn, a doctor, purchased the property in 1863 from a bankrupt estate and in 1868 sold almost half the land to the Bank of Victoria. The house was much altered and extended, notably after 1885. It survives along with outbuildings on a reduced curtilage as the local youth hostel. Many of the walls surrounding the former William Rutledge and Co. store, shop and yards survive in adjoining and neighbouring properties.

By the end of the nineteenth century the long-term pattern of the precinct was established. In 1885 the '*Great Sale of Hotels, Stores, Shops, Dwelling Houses, Business and Charming Residence Sites, Overlooking the Ocean, also Wharf Frontages to River Moyne'* offered forty-four lots for auction which addressed Cox Street. The allotments taken up prior to this sale consisted of sites Atkinson had granted to community groups, sold for government purposes and those sold privately. (Powling: 1980, p. 275) The commercial building tended naturally towards the River, its wharfs, warehouses and yards, the shops, banks and hotels and residential buildings intermingled in the centre and the western end was relatively undeveloped. The *Warrnambool Postal Directory of 1886* records the following businesses to be located in Cox Street:

Surname Name Occupation Street Town

Atkinson J. H. saddler Cox Belfast

Bateman Wm timber merchant Cox Belfast

Belfast Police Station Cox Belfast

Cameron Neil Comm. Agent Cox Belfast

Chambers Henry Bank of Victoria Cox Belfast

Gamin Robert Wine Merchant Cox Belfast

Gillespie M. A. Union Inn Cox Belfast

Gleeson E & P drapers/grocers Cox Belfast

Green Chas. butcher Cox Belfast

Jermyn Dr surgeon Cox Belfast

Loftus Wm. surgeon Cox Belfast

Smith Mrs. storekeeper Cox Belfast

Smith& Osborne Belfast 'Gazette' Cox Belfast

Southcombe & Ireland carpenters Cox Belfast

The Belfast Brewery Cox Belfast

Thorn S. W. gunsmith Cox Belfast

Turner & White cabinetmakers Cox Belfast

Watson Wm. tailor Cox Belfast

Young Wm. Manager/Bank of Victoria Cox Belfast

The Union Inn, Nos. 39-43 Cox Street was established by brothers, William and James Anderson later of 'Rosemount'. William, a Scottish settler who had arrived in 1844 from Launceston, was a carpenter and built the Inn but James became the licensee in 1852 although Syme names James as the builder and says he was not the licensee until 1853. (Powling, 1980, p. 99) (McCorkell, 1967, p. 200; Syme: 2009, p. 212) William Anderson was a member of Parliament for the Villiers and Heytesbury seat and a member of the Gillies Ministry for thirteen years. The Inn was valued at ₤3,000 when it was under a contract of sale to Owen Mulhare. (Syme: ibid) William Gillespie and subsequently his wife Mary Ann Gillespie were the licensees of the Inn from 1855 or 1856. (Marriott, 2000, p. 137; Syme, 2009, p. 212). She remained there until at least 1876 occupying a cottage at the rear. Dominic Keating was another important, although intermittent licensee. The 1904 Sands & McDougall directory records a Mrs. P. Spring as the licensee who was Mary McKellar Spring, presumably the widow of Phillip Spring the licensee in 1901. (Marriott: p. 137) The Union Inn was delicensed in 1917 and demolished in 1960 although stone walls along the rear boundary survive. A Moderne brick house designed by Warrnambool architect 'Tag' Walter replaced it. (The other important hotel, the Stag Inn is located within the Sackville Street Precinct.)

The first permanent bank building was the Bank of Victoria, No. 15-17 Cox Street which was built in 1849 by Alexander Russell, who sold it to the Trustees of the Bank in 1852 with the Belfast branch opening in 1853 under William Young (Syme, 1991, p. 35). Improvements and extensions were made over the next few years including the unusual two storey rear wing with a rare example of a 'bosun's' stair. These works may also have been overseen by John Mason. The Bank of Victoria moved and the building was sold. New owners, James and Emanuel Isles leased the property to the Colonial Bank which opened in 1876 and purchased the property in 1882. The Colonial Bank moved to new premises on the corner of Cox and Sackville Street in 1910, now the National Australia Bank. The original strong room survives within the private dwelling at No. 15 Cox Street. The Bank of Victoria moved to new premises on the north-east corner of Cox and Princes Street, a very grand building designed by the Melbourne architects, A. L. Smith and Thomas Watts (Syme, 1991, p. 33). In 1927 it was acquired by the Commercial Banking Company of Sydney Ltd. In 1949 it became the Semco Pty Ltd textile factory and then, following a time when it was a private residence and a restaurant, it became the offices of the Borough of Port Fairy, after it moved from Bank Street in 1991. The Shire of Belfast offices, on the opposite corner of Princes Street, a single storey building constructed in the late nineteenth century, were demolished for a car park after the two municipalities amalgamated in the 1990s. They had replaced the Plough Inn. The other major municipal presence was the gas works, located at the corner of Cox and James Streets. This site had been known as 'Frizzell's corner¡¯ after John Frizzell in his capacity as a merchant operating the old Victoria Store. He was appointed the Chief Constable and Bailiff in Belfast as early as 1847 (*Argus*, 20 April, p. 4 and June 1847, p. 1) The land was granted to the municipality by James Atkinson during his last visit to Belfast in 1864 for the proposed Town Hall. The land was briefly used as a market from 1867 and then, instead of a town hall, the gas works and reticulation were completed by March 1885 (Powling: 1980 p. 171, 208, 222 & 276). The 'building and gasometer tank were built of bricks locally made' by Wiltshire and Badham (Sayers: 1973, p. 32; Syme: 2009, p. 167). The complex closed in 1958, soon after the town gained electricity from the State Electricity Commission grid, although electricity was available from the 1930s, and was demolished in 1958-9. There is a weighbridge located in Cox Street near the north-west corner of Cox and James Streets, which was part of the gas works infrastructure. It was made by W & J Avery, Birmingham. The Borough purchased two weighbridges, one of which was a second hand weighbridge from Yarrawonga, which could not be made to operate, and another which was proposed to go in Regent Street for the cement works.

There were other smaller businesses in Cox Street. Thomas Southcombe set up a timber yard opposite the old Bank of Victoria (Syme: 1991 p.18). Later Southcombe & Ireland were builders and timber merchants (Powling: 1980 pg. 225). Alex Cameron built a coach factory in 1881 using the material of the former Temperance Hall (Powling: 1980 p.

283). Charles Jago was a plumber and gasfitter. His descendant, Daryl Jago still occupies the premises at No. 21 Cox Street as a motor mechanic and as the local RACV agent. The building at No. 30 Cox Street, built between 1856 and 1861, is recorded in the rate books as a butcher¡¯s shop with four rooms, large yard and stabling. In 1886 the *Warrnambool Postal Directory* records that Mr. Charles Green was the butcher (Syme, 1991, p. 120-121). W. J. Tyler, a general merchant in Sackville Street, lived in Cox Street. The timber cottage at No. 32 Cox Street is typical of the very early dwellings which appear on the front boundaries in the 'Hydrographic Survey' prepared by Lt. H. J. Stanley RN in 1870. Kildare Cottage at No. 40 Cox Street includes some very early fabric at the rear but for the most part appears to date from after 1885. Dominic Keating who was involved with the Union Inn opposite, purchased a 'wooden school partly fenced' but an 1885 photograph shows a simple timber house without a verandah. The carefully detailed panels below the windows and other details indicate more care than usual was taken in its design and construction. The old photograph shows the window panels painted specially. The 1887 Railway Survey confirms the existence of the house. It was altered unsympathetically in 2009 including the removal of the window panels.

The so-called Apothecary's Hall at No. 51 Cox St was built about 1862. It was constructed for Mark Tucker and Robert White, undertakers and cabinet makers 'near the Union Inn in Cox Street' (Powling: 1980 pg. 213). The building originally had opening doors on the eastern side, housing the hearse, with a mortuary behind (Syme: 1991 p. 119). In the mid 1860¡¯s a portion was let to Dr. William Loftus for a consulting room and from 1868 to Dr. John Baird. Mrs. Thirza Tucker assumed ownership after Mark Tucker¡¯s death. The building was variously used as a residence, general store and produce shop (Syme: 1991 p. 119). It has been much altered and extended. Its name is spurious, other than the connection with the doctors. The flypapers of J. W. Powling's history of Port Fairy suggest an Apothecary's Hall was located at the south-west corner of Cox and Market (the present Wishart) Street but Syme states that the first Apothecary's Hall was actually located on Lot 12, now No. 15 Cox Street. It was opened in October 1849 and sold to the Bank of Victoria but then, in 1874, it was occupied by Doctor Scott and then Doctor Baird, reverting to the Colonial Bank. (Syme,: 2009, p. 201-2)

Joseph Peverell, a tailor, occupied Lot 9 of Block 9, the land on south-west corner of Cox and Wishart Street according to the Town Map of 1853. The site was previously occupied from 1852 to 1861 by Mrs. William Weston and her daughter, Mrs. Emilie Best, who opened a boarding and day school. Peverell had purchased it from James Atkinson in 1852 for ₤125. (Syme: 2009, p. 77, p. 199) A four-room timber house and shop were erected. Stanley's map indicates a small building in the 1870s still existing in the 1887 Rail Survey map of 1887. The present house at No. 9 Cox Street, formerly called Newtonville and now called Kuuringal Manor, was built in 1888 for Timothy Stanley who sold it to W. J. Tyler in 1900 (Syme: 2004, p. 57; 2009, p. 200). It is a rare example in western Victoria of the Melbourne fashion for polychrome brick, which is now painted. The mature garden, probably dating from 1888 includes a *Populus nigra* 'italica' (Lombardy Poplar) and a *Metrosideros excelsa* (New Zealand Christmas Tree), perhaps the largest specimen in Port Fairy.

Few very early dwellings survive west of James Street. The stone cottage at No. 77 Cox Street was built about 1857 and in the 1858-9 rate book it is described as a house, offices, garden, stable and paddock and then in 1860-1 as four rooms, wash house, and two stall stable on about û acre (Syme: 1991 p.101). The house at No. 64 Cox Street was a simple timber cottage. It was demolished for the present units. More houses survive from the turn of the century including the neighbouring house at No. 66 Cox Street and those opposite at Nos. 63 and 65. The house at No. 47 Cox Street was briefly occupied by the leading landscape artist and portraitist, Brian Dunlop and features in some of his paintings. Many more houses survive from the mid-twentieth century.

The first footpath in Port Fairy, to be formed outside the main business centre, was on the south side of Cox Street from James Street to St. Patricks Church (Powling: 1980, p. 172). This section of Cox Street had *Cupressus macrocarpa* (Monterey Cypress) street trees, for a while shaped as large squares, but these have been replaced with unshaped *Metrosideros excelsa* (New Zealand Christmas Trees). The tree in the corner of the garden at No. 43 Cox Street was similarly clipped until the original owner died.

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Description

Physical Description

The Cox Street Precinct runs approximately east-west from Albert Street to Gipps Street and the Moyne River. (This Precinct should be read in association with the contiguous precincts.) At 99 feet (30.46m) the street pavement is a substantial width, with large grass verges on either side. Five plantings of *Olea europea* (Olive) are located in the grass verge on the south side of Cox Street near its intersection with Gipps Street. These trees date from 1911 when William Thacker planted them. Baron Ferdinand Von Mueller conducted experimental trials of trees in various parts of Victoria in the later nineteenth century and advocated Olives. (Syme, 2006, App. 4/4). Five young *Olea europea* (Olive) planted in 1980 are matched on the other side of the street. The rest of the street is planted with *Metrosideros excesla* (New Zealand Christmas Tree), which replaced topiary *Cupressus sp.* in 1967. (Syme, 2006, App. 4/4) Both sides of the street have concrete pavements, with no curb and channel infrastructure. The majority of crossovers are unsealed.

The building stock within the precinct is mixed, ranging from mid-Victorian through to modern. The eastern end of Cox Street is predominately late Victorian and Edwardian, and retains a mix of residential and former commercial buildings. These buildings reflect Cox Street's early history as one of the main thoroughfares into the town and to Gipps Street. Some examples are the former residence of William Rutledge, 'Emoh' at No. 8 Cox Street (VHR H52); in part dating from the late 1840s, the Council Chambers (former Bank of Victoria and former Commercial Bank) at No. 10 Cox Street

(1870), the former Colonial Bank at No. 15-17 Cox Street (pre-1853), the former telegraph office and police sergeant's residence at No. 11 Cox Street (1858), and Jago's Garage (a former blacksmith's shop) at No. 21 Cox Street. While the former banks provide an important contrast in scale, both are conventional in their form and style. They both have residential sections for their managers and both are conservative in their chaste Classicism. The former Bank of Victoria at No. 10 Cox Street, with its residential entrance in Princes Street, is reminiscent of a Renaissance palazzo and is the finest example of a bank in Port Fairy. It was substantially extend in the late 1990s to the design of Swaney Draper Pty Ltd, architects and further extended in 2008.

Past the intersection of Sackville Street, the buildings are primarily residential, with the exception of the former Butcher's Shop and Residence at No. 30 Cox Street and the so-called Apothecary's Hall at No. 51 Cox Street. Most of the housing stock west of Sackville Street is post World War Two, although there is a cluster of early dwellings at the extreme west of Cox Street, such as the two stone cottages at Nos. 77 and 84 Cox Street (No. 84 is outside the Precinct). A mix of Victorian and Edwardian timber houses are located throughout the Precinct. While the Edwardian house at No. 75 is compromised, it retains its traditional scale, form, setting and some detailing. The best examples are the late Edwardian bungalow at Nos. 44 and 71 Cox Street, the timber house at No. 47 Cox Street, and the late Victorian timber houses at Nos. 63 and 81 Cox Street. The majority of housing however dates from after the Second World War and although modest and even representative of the post World War Two Austerity style, they provide important evidence of the long continuum of housing in Cox Street and, more generally, in Port Fairy. A particularly fine Moderne brick house, designed by Warrnambool architect 'Tag' Walter is located on the south-east corner of Cox and James Streets, the former site of the Union Inn.

The overall character of the Cox Street Precinct is of very low scale buildings, with substantial setbacks in relatively large allotments. Most buildings are single residences. A small number of significant buildings stand out, especially the Moyne Shire office for its height and the early commercial buildings with zeros front setbacks. Isolated buildings, such as the 'Apothecary's Hall' are other landmarks.

Significant to precinct:
- Kitty's, Timber House, 1 Cox Street
- Timber House and row of *Ulmus procera* (English Elm) x 3 at rear and in right-of-way, 3 Cox Street
- Stone Boundary Walls, 4 Cox Street
- Avalon, Timber House, and *Cupressus sempervirens* (Italian Cypress) x2, 5 Cox Street
- Timber House with Stone Boundary Walls, 6 Cox Street
- Timber House & fence, 7 Cox Street
- Former Newtonville, (Kuuringal Manor), Brick house and garden (particularly Lombardy Poplar and New Zealand Christmas Tree), 9 Cox Street
- Former Bank of Victoria (Moyne Shire Offices), 10 Cox Street
- Stone Cottage, former Telegraph Office, 11 Cox Street
- Brick House, 13 Cox Street
- Stone House (one of a pair) (former Bank of Victoria), 15 Cox Street
- Stone House (one of a pair), 17 Cox Street
- Matilda Cottage, Stone Cottage, 19 Cox Street
- Jago's Garage (former Blacksmith), 21 Cox Street
- Stone Shop & Residence (former Butcher), 30 Cox Street
- Chy An Gwyns Timber House, 31 Cox Street
- Mutton Bird Cottage and Stone Boundary Fence, 32 Cox Street
- Timber House, Kildare Cottage, 40 Cox Street
- Brick House, 43 Cox Street
- Timber House, 44 Cox Street
- Timber House, 47 Cox Street
- Apothecary's Hall, Stone Shop and Dwelling, 51 Cox Street

- Connemara, 65 Cox Street
- Timber House, 71 Cox Street
- Stone Cottage, 77 Cox Street
- Timber House and Garden (*Washingtonia filifera* (Washington Palm) x 4, Fan Palm, *Cordyline australis* (Cordyline) *Taxus baccata* (Yew Tree), *Juniperis* sp. (Juniper), 80 Cox Street
- Timber House, 81 Cox Street
- *Pittosporum tenuifolium* (Pittosporum) Street Tree, 81 Cox Street (in front of)
- *Metrosideros excelsa* (New Zealand Christmas Tree) Avenue of 19 Street Trees, Cox Street
- *Oea europea subspecies europea* (Olive Tree) 5 Street Trees, Cox Street

- Weighbridge, 18a James Street (in verge outside)

Contributory to precinct:
- Rubble wall at rear, 33-37 Cox Street
- Timber House with Rubble Wall at rear, 39 Cox Street
- Brick house, 41 Cox Street
- Brick house, 53 Cox Street
- Timber House, 55 Cox Street
- Timber and cement sheet house, 56 Cox Street
- Timber House, 57 Cox Street
- Timber House, 58 Cox Street
- Timber House, 59 Cox Street
- Timber House, 60 Cox Street
- Timber House, 61 Cox Street
- Timber House, 63 Cox Street
- Timber House, 66 Cox Street
- Brick House, 73a Cox Street
- Brick house, 76 Cox Street
- Road Reserves

Non-contributory to precinct:
- House, 1/2 Barclay Street
- House, 2/2 Barclay Street
- House, 3/2 Barclay Street
- House, 4 Cox Street
- House, 12 Cox Street
- House, 14 Cox Street
- House, 16 Cox Street
- House, 18 Cox Street
- House, 20 Cox Street
- House, 22 Cox Street
- House, 33 Cox Street
- House, 37 Cox Street
- House, 42 Cox Street
- Garage, 49 Cox Street
- House, 54 Cox Street
-House 75 Cox Street
- House, 62 Cox Street
- House, 1/64 Cox Street
- House, 2/64 Cox Street

- House, 3/64 Cox Street
- House, 4/64 Cox Street
- House, 67aCox Street
- House, 67b Cox Street
- House, 69 Cox Street
- House, 72 Cox Street
- House, 73 Cox Street
- House, 74 Cox Street
- House, 78 Cox Street
- Council Car park corner Princes and Cox Street

Statement of Significance

What is significant?

The Cox Street Precinct, Port Fairy runs westwards from the Moyne River, its wharf area and the commercial buildings near Gipps Street and towards Albert Street. It is in three parts, divided by Sackville Street in the Commercial Precinct and by the William Street Precinct. The street, named after the early merchant and squatter, John Cox was one of the first to be developed in James Atkinson's privately developed township of Belfast with a concentration of activity at the River end from the later 1840s. Atkinson's agent, William Rutledge purchased Cox's business and, trading as William Rutledge and Co. from his property in Cox Street, he became one of the most successful businessmen in Western Victoria. Belfast prospered as he did but the town then fell into an economic decline when he went bankrupt. Banks, shops, stores and other services were located at the eastern end of the Precinct while the western end was more residential. As the trading function of the port declined former business sites became residential.

The key heritage characteristics and elements of the Cox Street Precinct are:

- A representative collection of stone cottages, specially Nos. 15-21 Cox Street and Nos. 77 and 81 Cox Street, the timber cottage at No. 32 Cox Street, Edwardian timber houses, specially Nos. 47 and 71 Cox Street, Interwar bungalows and post World War Two houses, specially Nos. 11 and 43 Cox Street.
- Emoh, No. 8 Cox Street and its associated outbuildings and stone walls, the home and headquarters of William Rutledge.
- The former Bank of Victoria at No. 10 Cox Street and used as the Moyne Shire Offices after 1991 which dominates the eastern end of the Precinct.
- The former Telegraph Office at No. 11 Cox Street.
- The 'Apothecary's Hall' at No. 51 Cox Street which was originally an undertaker's business.
- Weighbridge in verge outside No. 18A James Street.
- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide street, the extensive grass verges, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.
- The street trees *Olea europea* (Olive) in the eastern section and *Metrosideros excelsa* (New Zealand Christmas Tree) in the central and western sections.
- The overall character of the Cox Street Precinct is of low scale buildings, with substantial setbacks in relatively large allotments.

While there have been some major losses of nineteenth century buildings and alterations and additions to the surviving building fabric of the Cox Street Precinct and the construction of some infill buildings, overall, the Precinct has a good

degree of integrity and is in good condition.

Significant places
1, 3, 5, 6, 7, 8 (VHR H0252), 9, 10, 11, 13, 15, 17, 19, 21, 30, 31, 32, 40, 43, 44, 47, 51, 65, 71, 77, 80 & 81 Cox Street
Stone Boundary Walls, 4 Cox Street
Pittosporum tenuifolium (Pittosporum) Street Tree, 81 Cox Street (infront of)
Metrosideros excelsa (New Zealand Christmas Tree) Avenue of 19 Street Trees, Cox Street
Olea europea subspecies europea (Olive Tree) 5 Street Trees, Cox Street

Weighbridge, 18a James Street (in verge outside)
Araucaria heterophylla (Norfolk Island Pines), James Street (Road Reserve)

Contributory places
Road Reserve, Barclay Street
39, 41, 53, 55, 56, 57, 58, 59, 60, 61, 63, 66, 75 &76 Cox Street
Rubble wall at rear, 37 Cox Street
Road Reserve, Cox Street
Road Reserve, Wishart Street

Non-contributory places
1-3/2 Barclay Street
Road Reserve, Corbett Street
4, 12, 14, 16, 18, 20, 22, 33, 37, 42, 54, 62, 1-4/64, 67a, 67b, 69, 72, 73, 74 & 78 Cox Street
Vacant Land (Car park), Cox Street
Road Reserve, Princes Street
Road Reserve, Union Street

How is it significant?
The Cox Street Precinct is of historical and architectural significance to the Shire of Moyne.

Why is it significant?
The Cox Street Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes and from all periods, and especially with William Rutledge. This is reflected in the surviving buildings such as: Emoh and its associated structures which was the home and headquarters of William Rutledge; the former Colonial Bank, now the Moyne Shire offices; Jago's Garage which was formerly a blacksmiths; and the so-called Apothecary's Hall which was actually the premises of Mark Tucker and Robert White, undertakers and cabinet makers. The Cox Street Precinct is of historical significance for representing the evolution of Port Fairy generally, from its commercial beginnings to its more residential nature today. (Criterion A, Criterion G and Criterion H)

The Precinct is of architectural significance for its early commercial buildings, cottages and houses which demonstrate a wide range of periods and types. Melbourne architects, A.L. Smith and Thomas Watts designed the Bank of Victoria and it is likely that local architect John Mason designed other buildings. The Warrnambool architect, Tag Walter designed the Moderne house at No. 43 Cox Street, perhaps the most sophisticated design from the period in Port Fairy. The range of buildings is supported and united by the presence of mature *Metrosideros excelsa* (New Zealand Christmas Tree) and *Olea europea* subspecies *europea* (Olive Tree) street trees and the open character and non-suburban infrastructure of the street. (Criterion E)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Mature street trees in Cox Street road reserve
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Gipps Street and Moyne River Precinct
Address	Bank Street, Campbell Street, Cox Street, Gipps Street, Griffith Street, Moyne River PORT FAIRY
Place Type	Residential Precinct,Commercial Precinct
Citation Date	2012

Significance Level Local
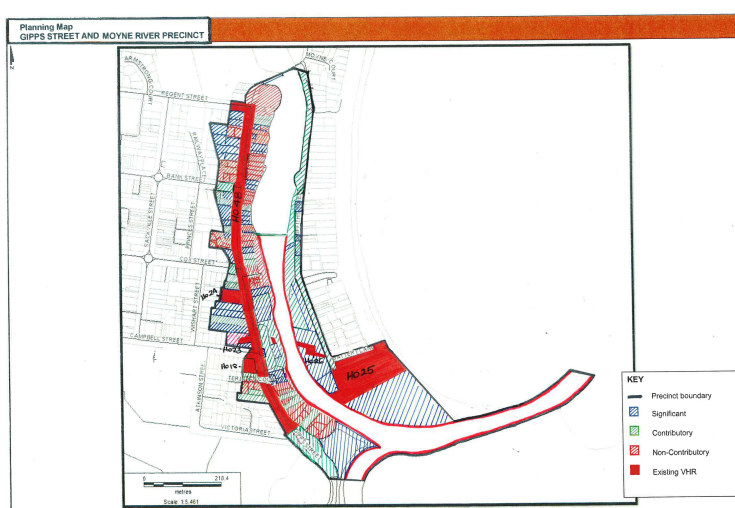
Gipps Street and Moyne River Precinct map 2013

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

The area covered by the Gipps Street and Moyne River Precinct is one of the two earliest areas of settlement in Port Fairy. Along with Griffiths Island, it is thought to have been settled in the 1820s by early whalers who established seasonal campsites and temporary structures along the Moyne River and on Griffith Island. A whaling station was established by Captain John Griffiths on the island now bearing his name and by brothers John and Charles Mills who combined farming with their whaling operations from the 1830s onwards. (Cox Tanner, et. al., 1976) It is believed that the pattern of using Port Fairy as a temporary base changed after a few years and seamen such as Griffiths, the Mills brothers and Alexander Campbell began to established more substantial housing and cultivate the land, prior to 1835, when Lt. Surveyor Wedge visited Portland and Port Fairy, reporting on the character and capacity of the harbours, waterways and coastline. The timber structures at the rear of John Mills' house in Gipps Street and the stone structure beside it are likely to survive from this period. Wedge reported back to the New South Wales Colonial Government that the area was favourable for seafaring, and also possessed exceptionally rich soil. (ibid.) In 1839, when William Rutledge and James Atkinson each sought grants of 5120 acres (or eight square miles) under the Special Survey system, it appears

that there were several permanent dwellings at the port, based mainly along the Moyne River. This is confirmed by the direction of Charles Joseph La Trobe, Superintendent of the Port Phillip District of the Colony of New South Whales to C. J Tyers, the Government surveyor to 'go and see what people are doing there [Port Fairy and Portland]' in October 1839. (La Trobe Manuscript, SLV; Powling, 1980)

In 1840, Thomas Townsend prepared a map of Port Fairy, under the direction of Tyers, showing all of the land from Griffiths Island, north to where the present road bridge crosses the Moyne River. This map shows Messrs Connolly & Co.'s settlement on Griffiths Island (outside the precinct), John Cox's store, located on the river front approximately at the termination of Cox Street; Michael Connolly & Co.'s house, standing on what is now the west side of Gipps Street, between Cox and Bank Streets, with a large garden extending down to the Moyne River; and two other squares, which are probably lesser dwellings. (*Plan of Port Fairy,* Department of Lands & Survey)

James Atkinson took up his Special Survey, based on the Port Fairy Bay and the Moyne River, extending north towards what would become the township of Warrnambool and west inland, centred on the Port of Port Fairy. In the area around the River and Wharf, he subdivided the land into a traditional grid with small leaseholds, designed to house a population of over two hundred people. (Cox Tanner, 1976) There is a direct parallel with the government surveyed port towns of Melbourne, Geelong and Portland. (The contemporary but more organic development of Port Albert is different.) A scheme of assisted migration from Sydney, Van Diemen's Land and various parts of Britain attracted many hundreds of settlers to the area. The town was named Belfast by Atkinson. (ibid.)

In 1849, the only bridge in the district was over the Moyne at Rosebrook. At a public meeting, the people of Belfast requested a bridge across the River there. (*Argus*, 2 February 1849, p. 4) In 1850, the colonial government agreed to subdivide and develop the land between the river and the ocean, along the track towards Warrnambool, now Griffith Street to create Belfast East. (Powling, pp. 60-61) It called tenders for the erection of a timber bridge in 1852. (*Govt. Gaz.* No. 12, 24 March 1852, p. 286) Firstly the land across the river was used as a police paddock. Subsequently, new immigration barracks were established near the bridge, the botanic gardens and recreation reserve was declared and, from the mid 1850s, some cottages built. The government called tenders for a jetty in 1857 and again for a bridge in 1862, probably 'to join it, via [a] tramway, to the wharf'; the contractor was Alexander Amos & Co. (Powling, p. 200; *Govt. Gaz.* No. 33, 31 March 1857, p. 583; No. 119, 3 October 1862) The first bridge was falling into disrepair by the early 1860s and was eventually replaced in 1868 with a contract going to Charles G. Millar with the approaches completed in 1869 by the Borough. (Powling, pp. 171, 201; *Govt. Gaz.* No. 153, 31 December 1868, p. 2526; No. 42, 27 August 1869, p,. 1303) The present timber bridge with its stone abutments was built in 1902.

The first leaseholders of land in Gipps Street were some of the most important and influential early residents of Port Fairy. Along the west side of the Moyne River, between the bridge and Campbell Street, the large parcels of land were purchased by those with mercantile interests, Alison & Knight, William Rutledge, Stephen Henty and by Dr. A. W. Hume. Beyond Campbell Street, land was allocated for the Wharf. (*Map of Port Fairy*, 1853) The land on the west side of Gipps Street was intended for residential and/or commercial use, and was leased by a variety of early residents, then mainly with commercial interests in the river and wharf. They included William Rutledge (merchant, storekeeper, banker, magistrate and briefly MLC), his partner Harold Flower (merchant), Captain John Mills (harbour master), T. H. Osborne (newspaper editor and printer), Alexander Campbell (sea captain), Peter Nicholson (collector of customs), and Michael Connelly (whaler and pastoralist) who soon subleased to John Cowtan and John Bland (merchants), as well as others. A Government Reserve was later set aside on the north-west corner of Campbell and Gipps Street to house the Court House, Customs House, Police Station and Lockup.

Ships had first moored in Port Fairy Bay because of a sand bar which restricted access into the Moyne River. There was a direct international component to the port's two-way trade from the early 1840s but much of the trade was with Geelong and Melbourne and inter-colonial. Goods were taken out or brought up the river by lighter boats, to and from the private wharves along the west bank. Part of the 1840s warehouse owned by Messrs Alison & Knight survives at No. 35 Gipps Street. (The closest comparative example is the former Turnbull, Orr & Co Bond Store and Office, Port

Albert.) From the mid 1850s there was a jetty extending into the bay in line with Campbell Street, subsequently linked to the west bank of the river by a narrow bridge and a tramway. (Earle, p. 48) But from the late 1850s the push was to improve the navigability of the river beyond the Lough, and to improve access to the warehouses and trading houses on the west bank, if not to Alison & Knight's flour mill at Rosebrook. There was a long-running 'collision' between those who wanted the jetty extended and those who advocated training walls to direct and strengthen the flow of the river. James Bonwick mentions the proposal 'to fill up the rocky barrier [between Rabbit and Griffith Islands] and carry out two breakwaters to render the harbour thoroughly safe' as early as 1856. (Bonwick, 1858 & 1970, p. 85) Government money was allocated but not used with the situation confused by the private nature of the town and conflicting expert advice. An independent marine engineer, Mr E. Moriarty of Sydney, in 1864, was the first professional to recommend the construction of training walls. This was supported in 1865 by the Colonial Government's Inspector-General of Public Works, William W. Wardell, a very competent engineer and architect. The works, costing nearly £120,000 were undertaken between 1869 and 1873. Further works were undertaken in 1879 to improve the water flow through the south-west passage recommended by Sir John Coode, another eminent British marine engineer and under the superintendence of a Mr I. Smale. (Earle, p. 49) The jetty fell into disuse and disrepair; the port prospered.

James Atkinson sold the government 1 acre for public purposes on the north-west corner of Campbell and Gipps Streets intersection. The site had been previously used as an iron foundry and agricultural implement works. (Syme, 1991, p. 49) Inter-colonial customs had been collected as early as 1844. The present bluestone Customs House was built by 1860 and by 1863 the timber Customs Shed which was located in King George Square, at the end of the bridge and tramway, leading to the East Beach jetty. (Syme, 1991, p. 55) The Court House, housing offices, a large courtroom and a cell was also completed in 1861. Additional rooms were added in 1869 but the limited accommodation prompted the addition of a jury and witnesses' room, a sheriff's strong room and the full facade portico in 1874, with further renovations in 1883. (Syme, 1991, p. 49) The last sitting of all superior courts was in 1915 but minor courts and administrative hearings continued. When the Court House closed it was purchased by the local municipality and is now occupied by the Port Fairy Historical Society. A gaol, the latrine of which survives, which is long since demolished, were built behind the Court House. The police offices were located in the government buildings on the other side of Campbell Street. (Syme, 1991, p. 49)

The earliest visitation to the south-west coast of Victoria is disputed. (Earle, p. 1 & n. 4; *ADB*, Vol. 2, p. 231) Sailing vessels had visited Port Fairy Bay from 1828/29 when the cutter *Fairy* appeared under the command of a Captain Wishart, possibly James but probably Henry. (Syme, 1984, p. 180) Trading was largely between Van Diemen's Land and Port Fairy but also regularly went as far as Sydney, Twofold Bay and Kangaroo Island. Captain John Mills of Launceston was probably the most important ship's master, being in command of the sailing ships *Elizabeth*, *Socrates*, *Thistle*, *Essington* and *Pearl*. (Syme, 1991, p. 44) Mills worked for the whaler, shipowner and entrepreneur, John Griffiths. (*ADB*, Vol. 1, pp. 486-7) The Henty Brothers traded with their own vessels. The first steamer was the paddle steamship *Manchester* in 1850. (Earle, p. 59) Briefly, from 1854 to 1856, the original Western Steam Navigation Company, with capital from Melbourne, Port Fairy and Warrnambool traded along the coast with the *Manchester* and other steamers. The WSN Company continued to trade but with Warrnambool interests dominating until the later 1870s. (Earle, p. 58) In 1871, Charles V. Robinson and James Lilley established a shipping agency at Belfast and traded with the *Rob Roy* and the *Julia Percy*. (ADB, Vol. 5, pp 88-89; Earle, p. 58) The Portland and Belfast Steamship Company operated the *Dawn* from 1877. (Earle, p. 58) Challacombe & Bishop was another agency and Grant & Co. which occupied the Steam Packet Wharf buildings at No.35 Gipps Street, extended in 1874 by the addition of the elevated office section which survives. Captain Charles Lewis Grant's lightering business had prospered from 1853, especially after the insolvency of William Rutledge & Co in 1863. (*ADB*, Vol. 2, pp. pp 411-2; Syme, 1991, p. 26) He leased the Steam Packet Wharf complex and made substantial improvements. Finally the Belfast and Koroit Steam Navigation Company was established and, with its steamship the SS *Casino*, provided a steady service until it sank at Apollo Bay in July 1932 with the loss of ten lives. It took over the Steam Packet Wharf complex after Grant's death in 1885. The railway undermined the shipping trade by undercutting prices and road transport was gradually improving. The BKSN Company continued trading until 1937. Powling suggests 'A combination of unpayable freight-contracts and Transportation Regulation Board restrictions forced the shipping company into [voluntary] liquidation in 1939'. (Powling, p. 305)

The isolation, strategic position and relative prosperity of the port of Port Fairy and the town of Belfast caused security concerns. There was a general fear in the colony that a foreign force, usually simplified down to 'The Russians', would attack the south-west coast of Victoria, the shipping lanes and even Melbourne. An invasion may now be discredited but incursions could have been possible. A line of batteries at Portland, Port Fairy and Warrnambool and the forts at Queenscliff, Point Nepean and, finally, in the South Channel in Port Phillip Bay were gradually developed. The Belfast Volunteer Rifle Corps had formed in 1859. By 1861 a signalling flagstaff was established and an observation hut built on the sand dune overlooking the river and the bay. A bluestone powder magazine built in the 1860s with ancillary works was located a short distance away. In 1867 cannon were installed at the site. The battery was made suitable with new earthworks for the addition of new guns in 1874, some on traversing platforms, and further guns were acquired in 1877. The Jervois-Scratchley report of 1877 on the defence of Australia led to major developments, including at Port Fairy. The Public Works Department built much more substantial bluestone and concrete fortifications in 1886-87, the observation hut was rebuilt and two guns were installed. Following this upgrade, some of the older guns were sold to the Borough Council. One gun was placed in the Port Fairy Botanic Gardens for ornamental purposes in 1889; it remained there for nearly 100 years before being returned to Battery Hill in 1984. Guns were relocated to King George Square in 1911, also for ornamental purposes, but these were also returned to the Battery in 1984. The guns and cannon, some of which have since been assessed as having international significance, were never fired in anger but remain a significant attraction for tourists. (Archeo, 2008)

The construction of the railway siding in the late 1880s had been the next major improvement to the Port's infrastructure. A railway link with Warrnambool and Hamilton had been mooted from the 1870s. The line reached the wharf by 1890. It passed across the land formerly owned by Messrs Alison & Knight and through the modified eastern end of the Steam Packet Wharf buildings, by this time owned by the Belfast and Koroit Steam Navigation Company. The alignment of the track also required the Customs Shed to be repositioned for the third time but, by this time, the port was not a port-of-entry and the building was used by local fishermen. (Syme, 1991, p. 55) Local fish, which had gone by coastal steamer, were sent to Melbourne by train 'and the local industry became well known for its 'couta specialisation'. (Syme, 1991, p. 54) The railway closed down in 1977 because of the increasing dominance of road transport and the cost of reconstructing the rail bridge over the Merri River to the west of Warrnambool.

The earliest mill in Belfast was Struth's timber 'post' windmill established on a slight rise near the river at the north-west corner of Gipps Street and Victoria Street called 'the Little Knoll', in 1847. (L. and P. Jones, p. 168) It was later owned by Messrs Rutledge and Co. with Charles Ashby as the miller and operated until the early 1860s. (Earle, p. 5; Jones, p. 168) The Moyne Steam Flour Mill, the largest in Belfast at five stories with warehouses, were completed in 1860 for Dr Alexander Russell who was the first Chairman of the local Roads Board. He formed a partnership with the merchants, Cowtan and Bland, with John Bland acting as manager. (L & P Jones, p. 172) It appears to have operated until 1868. (Syme, 2009, p. 104) The stone from the upper floors are said to have been used to build the tower of St John's Anglican Church in the 1950s. After many years as a ruin, it has now been converted into short term rental accommodation.

The Western Flour Mill, operated by Charles Ruffle from 1872, may have been in the two storey masonry building now known as Douglas House, which was built in 1852 by Dr Andrew Hume. (Syme, 2009, p. 95) The building had briefly been used first as his consulting rooms, a dispensary and the post office, because Hume was also the Post Master. A photograph dated 1861 shows nearby a tall building with a curved roof between the masonry building and the river. This was a wool store owned by the Police Magistrate, George Stewart which was damaged in a storm and demolished in 1883. (Syme, 2009, p. 96) Part of the property was leased to the Melbourne merchants, William Bell & Co. For a time it was owned by Stevens and Beaver, storekeepers who used it as a warehouse. In 1854 it was purchased by Dr Braim D.D., the school teacher who leased it to the flour millers, Simpson and Allnut. Ruffle closed down in 1879. (L & P Jones, p. 171) Other medical doctors seem to have occupied the building as well. Judging by the surviving Art Nouveau detailing, the building was renovated around 1900 when it was purchased by John Wright. (Syme, 2009, p. 96) It was used as a guest house until 1980 when it became part of the present motel.

Joseph Goble opened his new Steam Flour Mill on the west bank of the River at the end of Bank Street in 1866 beside his wharf and stores. He had leased Alison and Knight's Rosebrook Mill from 1859. (L & P Jones, 1990, p. 171) As Powling observes 'It seems a little late in the day for starting another flour mill in view of the small amount of wheat grown around Belfast, but was now becoming possible to haul the grain from longer distances and, with the mill and its wharves right on the river, the flour could be shipped out without any further charge'. (Powling, 1980. p. 218) It continued to operate until at least 1885 under lease to W. T. Horsley. (L & P Jones, 1990, p. 172) Horsley was the Mayor of Belfast and his landlord, Goble was the Town Clerk. Later it became a butter factory and much later, after many years as a ruin, it was converted into a bed and breakfast establishment by former Mayor of the Borough, Noel Adamson. The conversion was designed by Hamilton architect, Frank Punch in the early 1990s.

A salting establishment is noted at Martin's Point on an 1863 map of the *Electoral District of Belfast*. In 1871 there had been a proposal to can food at Belfast but it came to nothing. (Farrer, 1980, p. 115) The techniques for refrigerating and freezing food to preserve it had been resolved in Melbourne in the 1870s along with attempts in Sydney. The Belfast Ice and Cold Storage was established at what is now No. 41B Gipps Street. The Port Fairy Preserving Company, a cannery rather than a freezing works, was located in Gipps Street close to the site of the present Port Fairy Angling Club.

The oldest surviving residential buildings in the Gipps Street and Moyne River Precinct are the complex of Captain Mills Cottage at No. 40-42 Gipps Street and its neighbour immediately to the south at No. 38 Gipps Street. (Coutts, 1984; Lewis, 1986; Rowe & Jacobs, 2002; Syme, 1991) The first part of the complex dates from 1843 or earlier, the middle section was probably completed in 1847/48 while the front section dates from 1853. Captain John Mills had been a successful ship's master on several vessels based in Launceston supplying the whalers along the south west coast and as far as Kangaroo Island. He was stranded on the *Essington* in Port Fairy Bay in 1852 but was appointed Harbour Master and Pilot at Port Fairy in 1853. (Syme, 1991, p. 44) 'This was a position of considerable importance and trust in the community.' (Syme, 1991, p. 44) He held other positions of responsibility and 'figured in cricket matches, rifle competitions and as a Committeeman for the annual regatta'. (loc. cit.) Mills retired in 1871 and died, in his son's home at Echuca, in 1877. The complex was rented to the third Harbour Master, Captain William Symons and was then sold to James Henry Bragg, a carter who lived next door. (loc. cit.) The rubble building at the rear of No. 38 Gipps Street is primitive in its construction and skew to the alignment of the street, suggesting that it is perhaps as early as the Mills complex. The land was one of the first blocks sold by Atkinson, the first owner being Matthew Hunniford of Portland. John Hanby was the occupant in 1856/7, followed by Daniel Sanders, a boatman. Hanby and his family returned to the cottage, described at the later lease sale in 1875 as "an 8 room cottage with stone dairy, occupied by Mrs Hanby, 5 years of lease to run". Hanby, for 14 years a member and in 1866 Grand Master of the local Loyal Prince Albert Lodge, was an oarsman in the Harbour Master's crew until he moved away to become a lighthouse keeper. (Syme, 1991, p. 46) George Evans, boat and dredgeman, was the occupant in 1878/9. (Syme, 1991, p. 47) Other owners followed, including the local solicitor William Powling, until 1925 when it was owned until recent times by the McDonald family.

The central section of the house at No. 64 Gipps Street probably dates from 1846 or 1847 when John Cowtan leased the land from Michael Connelly who had leased it from Atkinson. (Syme, 1991, p. 58; Syme, 2009, p. 147) Like John Mills, he had been a ship's master working for John Griffiths. Cowtan and John Bland established a merchant's business nearby in Bank Street that year which continued until 1861. One of the next occupants may have been Mrs Polisena Gottreux (or Gottreaux), the widow of the squatter Henry Gottreux of The Gums at Penshurst. (B&K, 1974, p. 73) He had died in 1859 at the age of 48 and she died in 1861 aged just 37. (VPP, Reg. Nos. 7540 & 7479) Later owners were J. B. Holden, Joseph Goble and the Guyett family from 1908 to 1966. Its many changes and accretions must be considered significant historically.

One of the more unusual residences, Dunmore House at No. 94 Gipps Street began as a billiard hall. The land was owned by Charles Hamilton Macknight and James H Irvine, owners of Dunmore Station north of Port Fairy. It was built in 1856 by Horace Flower and J M Knight as lessees and trustees for the Belfast Billiards Club. (Syme, 2009, p. 108) It was later occupied as a residence of seven rooms by Mark Tucker who owned the allotment to the north on which he built Riverdale. The dwelling to the south, known as Dunmore Cottage, 'was probably occupied by Charles Macknight's

widow, Everina in 1878'. (ibid.)

Riverdale, at No. 98 Gipps Street, the only two-storey residence in Port Fairy (apart from the attic section of Motts Cottage, 5 Sackville Street and the former shop and residence at 30 James Street), was built in 1875 for Mark Tucker. (Syme, 1991, p. 59; Syme, 2009, pp. 108-9) Local builder and architect, John Mason who occupied the land and used it as his builder's yard from 1850 and had owned it since 1855 may have designed the house. Mason had purchased the whole corner allotment for 200 pounds and subdivided it into three allotments. Syme states that Mark Tucker purchased the new corner allotment in late 1874 and that his wife, Thirza Brend Tucker purchased another allotment for 40 pounds in 1879. At first the house was let to two doctors, Dr McNamara and Dr Lupton who named the building Listowel House after a market town in County Kerry, Ireland. Then the Tuckers moved in until Mark Tucker died there in 1895 when it was known as Riverdale Cottage. In 1889 Mrs Tucker 'sold two allotments (including the house) to David Warrell, chemist, and his wife, Harriet who was [Mrs Tucker's] daughter'. (Syme, 1991, p. 59; Syme 2009, p. 109) The widow Tucker went to live at Dunmore Cottage.

The very small timber cottage at No. 97 Gipps Street is not well documented. It was probably a shoe maker's shop and dwelling originally and may date from the 1850s. 'John Clement Spink was rated for a three bedroom timber house and workshop ... between 1856 and 1860.' (Syme, 2009, p. 9) He advertised his business as 'near the bridge' in the *Belfast Banner* in 1862. John Spink and his wife, Deborah nee Marten, had seven children and they all arrived as assisted migrants in Victoria in early 1853. (PROV Assisted Migrants Index) In the 1841 Census for Essex, Saffron Waldon, John is described as a 'carman' and 'Deby' is described as a 'shoe maker'. By 1874 John Spink is recorded as a ratepayer in Koroit.

More intriguing are the three surviving timber cottages of the five formerly known as Brownsville Terrace at Nos. 61, 63 and 65 Gipps Street. Two of the cottages are detached but linked with a common chimney. The third has a similar chimney but appears to be missing its pair, presumably the fourth cottage. The arrangement of fifth is not known. The fact that the three surviving cottages were almost certainly identical before they were altered and extended, their unusual plan and form, the unusual materials used (such as finely sawn timber) and certain details very strongly suggest that they were prefabricated. Also of interest are the very small bricks used in the chimneys. The arrangement of paired cottages linked by chimneys is extremely unusual. The cottages were built by Horace Flower in 1854. (Syme, 2009, p. 98) This was a time when prefabricated cottages were routinely imported into Victoria because of the sudden demand for housing and the shortage of building materials and skilled labour due to the gold rushes. Local rumour says that they were imported from Canada but this has never been substantiated. However, Port Fairy was a very likely destination for such exports. The cottages had a rapid turnover of tenants and were offered for sale in 1871.

Boat building for trading and fishing occurred both on the banks of the Moyne River and on Griffith Island. John Griffiths and Patrick McDaniel built *The Brothers*, 'the fine new schooner built at Port Fairy', on Griffiths Island in the 1840s. (Carroll, *Harpoons to Harvest*, pp. 154-5) The Haldanes, the lighthouse keeper and his sons, built two fishing vessels on Griffiths Island, the 39-foot *Amaryllis* in 1933, and the 40-foot *Dolphin* in 1941. They also built the 84-foot *Tacoma* in 1951 on the western bank of the Moyne River. The famous couta boat, built for seaworthiness, manoeuvrability and speed was less and less used as motorised vessels took over after the Second World War. The present boat building business at No. 37-39 Gipps Street was established by Ron Stewart in 1966 and continues under his son, Garry Stewart.

As a demonstration of the town's pride, the fishing fleet was blessed for the first time in 1937 by the Anglican Bishop of Ballarat. The *Argus* stated that 'The Port Fairy fishing fleet is now acknowledged to be the largest in the State the town being the most important fishing centre in Victoria'. (*Argus*, 29 Nov 1937, p. 12) However, barracouta, *Thyrsites atun*, one of the most important species to be caught commercially in Victoria, became infested with microscopic parasites and worms. This mainstay of the fish-and-chip business declined from the 1920s and was largely taken over by 'flake', i.e. shark. The fishermen had used the former Customs Shed since the 1870s. In the 1950s Sou-West Seafoods Co-op extended into a new brick building immediately to the south, since converted into a restaurant and fish-and-chip shop. As

professional fishing declined, recreational fishing increased. The Angling Club began in 1954. The Club House was relocated in 1956 from the former racecourse located on Southcombe Park. Kieran Dalton, the long-term President was a retired professional fisherman. Port Fairy is one of the best and most popular places for recreational fishing in Victoria, having sand surf, rock surf, deep sea, estuarine and river fishing all available in close proximity.

Baden Powell Reserve, on the west bank of the Moyne River was established in 1946, when local landholder, Baden Powell made a free gift of land at the termination of Cox Street.

The majestic curved planting of street trees which now dominate the Gipps Street and Moyne River Precinct are *Araucaria heterophylla*, Norfolk Island Pines (VHR H2239). The earliest recorded planting of a Norfolk Island Pine in Port Fairy, and possibly in Victoria, was in 1848 by Michael Connolly's gardener at the rear of No. 64 Gipps Street. This planting can be described as seminal for the town's signature tree. It became an important landmark for townspeople and fisherman but the tree was removed in the early 1960s. (Syme, 2006, pp. 6 & 20; photographs in Syme, 2009, p. 97 & p. 147) The trees in Gipps Street between the road bridge and Bank Street were all planted in 1903 to celebrate Arbour Day. (Syme, 2006, p. 20) These represent the third major phase of plantings after those in Sackville Street, planted in the mid 1860s and Regent Street in the 1890s. Those at Martin's Point were planted between 1935 and 1995 and are important not just for the commitment to the choice of species and completing the range but also for being planted as a grove.

Much has changed in the Precinct since the Second World War. For the most part the maritime and industrial functions have ceased. The Courthouse no longer has sittings, even of the Magistrate's Court. The properties along the River, once less desirable because of their proximity to the River than other parts of the town are now highly desirable for their views of the River. Land has been subdivided, industrial buildings converted, existing dwellings altered and extended and new accommodation built. This has, since the mid 1970s, been managed by the municipality through broadly accepted heritage planning controls. Some contentious developments have been opposed by the community. Amongst the first significant towns in Victoria and Australia, the conservation of Port Fairy, especially along Gipps Street and the River, is generally acknowledged as a success overall.

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Description

Physical Description

The Gipps Street and Moyne River Precinct comprises the east and west bank of the Moyne River, the development on the west side of Griffithss Street and the development on both sides of Gipps Street between the present road bridge in the north and Martin's Point in the south. Gipps Street, although set back from the bank and part of the regular grid of the town, actually curves to accommodate the shape of the River.

There is relatively little development on the east bank of the river but much of it is important. Perhaps the most important group of buildings and works are the battery, still with its guns, powder magazine and redundant cannon (VHR 1504),

and the Lifeboat shed (VHR 1431 & 2213), still with its fully equipped lifeboat, and the rocket store behind it. Battery Lane, which leads from Griffithss Street through the East Beach is an important early thoroughfare, and is in line with the original bridge over the Moyne River, which aligned with Battery Lane to the east of the River and leading to the wharf on the west. Nearby, opposite King George Square is an active slipway and yard operated by the Port of Port Fairy which includes the workshop and office building. A row of twelve *Araucaria heterophylla* (Norfolk Island Pine), located approximately between the extensions of Cox and Campbell Streets, provides an important backdrop. To the south is the Yacht Club, a relatively new single storey L-shaped building. Further to the north are picnic and recreational facilities, modern boat moorings and a modern concrete foot bridge across the river which also carries important infrastructure. A group of *Araucaria heterophylla* (Norfolk Island Pine) marks the eastern termination of the footbridge. There is another isolated group further north. Griffiths Street itself is paved with asphalt and there is a concrete footpath on the eastern side of the road but importantly there are no curbs or channels.

The western bank of the river has always been more intensively developed. A public timber wharf, off-set from the stone retaining wall, extends from Martin's Point to the modern foot bridge. (Construction of the present wharf and wall revealed archaeological evidence of earlier works.) The development can be sub-divided into seven main sections generally based on the original occupation and ownership of the land. The southern most section is Martin's Point, now a public recreational area dominated by *Araucaria heterophylla* (Norfolk Island Pine) in two rows and a rare grove. The next section, formerly a private wharf with stores and a flour mill at the northern end was still largely undeveloped at the end of the nineteenth century. For the most part it now comprises single-storey twentieth century residences with several recent two-storey residences facing the river and one early cottage at No. 17 Gipps Street facing the street. The Port Fairy Angling Club at No. 5 Gipps Street comprises two simple vernacular structures close to the river with the riverside wall of one covered by a mural of fish. This section of the west bank is dominated by the remains of a three-storey bluestone flour mill, a ruin until 2002 but now altered and extended as holiday accommodation. The third section, at the end of Campbell Street, is formed by King George Square which is publicly owned land. It comprises two important structures including the former Fishermen's Co-op and the former Customs gauging shed (VHR H2046). This section is landscaped to include car parking and an extensive lawn. A monument to the sinking of the SS *Casino* incorporating its propeller and bell terminates the view down Campbell Street towards the River.

The next three sections relate to the earliest occupants: Alison and Knight, William Rutledge and the Henty family who maintained wharves, stores and boat building yards along the River. Very little remains from the earliest period with most of the land now occupied by a continuous row of holiday homes and short term accommodation. The main survivor is the Alison and Knight Store at 35 Gipps Street although the complex is reduced from its full size and the main building is substantially altered. Some of the Alison and Knight land is taken up by the holiday accommodation 'Johannson's Perch', designed by the architect, Louise Honman. A boat builder's yard at No. 37-39 Gipps Street continues one traditional occupation for the River bank. Some traditional boundary stone walls, such as the wall at Nos. 37-39 and Nos. 40-42 Gipps Street, are very early and are comparable to the Rutledge yards on the north-east and north-west corner of Gipps and Cox Streets. Several Interwar homes survive in this section, including No. 51 Gipps Street which was renovated by the Hamilton architect, Francis Punch of Francis Punch Pty. Ltd. Architects and used as a holiday home for he and his wife, Diane Luhrs. He also designed Shearwater, the bed and breakfast accommodation at No. 53 Gipps Street. A footpath still marks the boundary of the Rutledge section from the Henty section. One of the most unusual developments is a complex of cottages on the Henty land, now much compromised by demolition, alteration and extension. Originally there were two pairs of possibly prefabricated timber cottages, each pair curiously joined by massive brick chimneys. The pair at No. 61 and 63 Gipps Street still shares their chimney. The cottage at No. 67 Gipps Street has been demolished. The next major building is Goble's Mill at No. 75 Gipps Street, a three storey bluestone flour mill which later became a cream and butter factory, possibly when the facade was rebuilt in brick and the side walls extended. It was altered and extended in the 1990s as bed and breakfast accommodation designed by Francis Punch Pty. Ltd. Architects.

Douglas House at No. 87 Gipps Street is a large two-storey structure built on the street boundary. It is now used as holiday accommodation but it has had several commercial uses over the years since its construction in 1852. A large Edwardian verandah which possibly replaced an earlier verandah has been demolished but several Edwardian details

survive such as joinery and leadlight windows. A glazed verandah has been added on the east and south sides of the original building. A separate new motel wing was constructed on the street boundary in the 1970s and further extended towards the River in the 1980s. One cottage, originally a bootmaker's shop, survives from the 1850s at No. 97 Gipps Street.

Significant to precinct:

Stone wall at the front of 4 Cox Street
- Invercargill, Timber House and Wire Fence and *Cupressus sempervirens* x 2 (Italian Cypress), 1 Bank Street
- Former Moyne Steam Flour Mill, Unitys 1-4/25 Gipps Street
- Customs House, 28 Gipps Street
- Former Sou'west Seafoods Fishing Co-op building, 29 Gipps Street
- Former Court House, 30 Gipps Street
- Police Residence, 32 Gipps Street
- Former Alison & Knight Warehouse and vacant land adjacent (archaeological site associated with Former Alison & Knight Offices), 35 Gipps Street
- Timber House*, Cordyline australis* x 2 (Cordyline) and *Araucaria heterophylla* (Norfolk Island Pine) at rear, 36 Gipps Street
- Boat Builders Yard & Bluestone Boundary Walls, 37-39 Gipps Street
- Timber House and Stone Outbuilding, 38 Gipps Street
- Stone walls, 41 Gipps Street
- Former Belfast Cold Storage (excluding Oscar's Hotel), 41b Gipps Street
- Limestone walls 45 Gipps Street (residence is not significant)
- Brick House, 51 Gipps Street
- Masonry & Iron House designed by Francis Punch Pty. Ltd. Architects, 52 Gipps Street
- Railway Cottage, Timber Cottage, 56 Gipps Street
- Right of Way (and path) between 57 and 55 Gipps Street
- Bluestone and Limestone Boundary Wall, 57 Gipps Street
- Timber & Stone Cottage, 60 Gipps Street
- Prefabricated Timber Cottage, 61 Gipps Street
- Prefabricated Timber Cottage, 63 Gipps Street
- Moyne House, Stone House, Tapestry Hedge, Low Bluestone Wall & Phoenix caneriensis (Canary Island Palm), 64 Gipps Street
- Prefabricated Timber Cottage, 65 Gipps Street
- Former Goble's Mill, 75 Gipps Street
- Bluestone walls along boundary of 77-83 Gipps Street
- Timber House, Stone Outbuilding and Stone Boundary Wall, 84 and 84a Gipps Street
- Akuna, Timber and Brick House, 86 Gipps Street
- Douglas House (excluding modern Motel Buildings), 87 Gipps Street
- Beauvois, Timber Cottage, Stone Boundary Wall and Phoenix caneriensis (Canary Island Palm), 88 Gipps Street
- Stone & Timber House, 90 Gipps Street
- Maisie's Cottage, Timber Cottage (excluding rear extension), 93 Gipps Street
- Stone & Timber Cottage, 3/94 Gipps Street
- Belfast Cottage, Timber House, 96 Gipps Street
- Former Cobbler's Shop, Timber Cottage (excluding modern rear addition), 97 Gipps Street
- Riverdale, two storey Bluestone House and garden, 98 Gipps Street
- Monument to SS Casino, King George Square, Gipps Street
- Martin's Point Reserve (excluding playground and infrastructure), including *Araucaria heterophylla* (Norfolk Island Pine) Interior planting of 24 trees as a grove, Martins Point, Gipps Street
- Battery Lane Road Reserve

- *Araucaria heterophylla* (Norfolk Island Pine) Pair of Street Trees, Road Reserve, outside 34 and 36 Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Pair of Street Trees, Road Reserve, opposite 46 Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Pair of Street Trees, Road Reserve, outside 54, 54a and 56 Griffiths Street
- Port of Port Fairy Large Slipway and Yards, Griffiths Street
- Port of Port Fairy Small Slipway and Winch Shed, Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Row of 11 Street Trees, Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Row of 14 in Battery Hill Reserve, Moyne River
- Timber Wharves on either side of Moyne River
- Timber Road Bridge with stone abutments over the Moyne River
- King George Square, Moyne River

Contributory to precinct:
-Smale Lane (located between 43 and 45 Gipps Street)
- Riverwalk Reserve, west bank, Moyne River
- Un-named lane between 55 and 57Gipps Street
- Agnamullen, Timber House, 3 Bank Street
- RSL, 4 Bank Street
- Port Fairy Angling Club, 5 Gipps Street
- Kooringal, Stone Clad Cottage (excluding rear extension), 13 Gipps Street
- Riverview, Timber Cottage (excluding rear dwelling), 17 Gipps Street
- Timber House, 18 Gipps Street
- Timber House, 20 Gipps Street
- Timber House, 24 Gipps Street
- Cream Brick House and Milestone, 34 Gipps Street
- Timber House, 44 Gipps Street
- Timber House, 46 Gipps Street
- Timber House, 47 Gipps Street
- Timber House, 49 Gipps Street
- Timber Cottage, 58 Gipps Street
- Timber House, 66 Gipps Street
- River Charm, Timber House, 67 Gipps Street
- Stone Boundary Walls, 77-83 Gipps Street
- Wendron, Timber House, 101 Gipps Street

Non-contributory to precinct:
- House, 4 Cox Street
- House, 2 Bank Street
- Port Fairy Yacht Club, 1 Griffiths Street
- House 1 Gipps Street
- House 1a Gipps Street
- Dwellings 1-3/7 Gipps Street
- Dwelling 3 Gipps Street
- House, 9 Gipps Street
- Police station, 10 Campbell Street
- House 11 Gipps Street
- House, 15 Gipps Street
- House, 19 Gipps Street
- House, 21 Gipps Street

- House, 22 Gipps Street
- House, 23 Gipps Street
- Unit, 5/25 Gipps Street
- Unit, 6/25 Gipps Street
- Vacant land, 27 Gipps Street
- House, 41a Gipps Street
- Timber Cottage, 41 Gipps Street
- House, 2/41a Gipps Street
- House, 1/43 Gipps Street
- House, 2/43 Gipps Street
- House, 3/43 Gipps Street
- House, 4/43 Gipps Street
- House 45 Gipps Street
- House, 53 Gipps Street
- House, 1/54 Gipps Street
- House, 2/54 Gipps Street
- House, 3/54 Gipps Street
- House, 4/54 Gipps Street
- House, 5/54 Gipps Street
- House, 55 Gipps Street
- House 56a Gipps Street
- House, 57 Gipps Street
- House, 1/69 Gipps Street
- House, 2/69 Gipps Street
- House, 71 Gipps Street
- House, 73 Gipps Street
- House, 77 Gipps Street
- House, 78 Gipps Street
- Dwelling 79 Gipps Street
- House, 80 Gipps Street
- Dwelling 81 Gipps Street
- House, 82 Gipps Street
- House, 82a Gipps Street
- Dwelling 83 Gipps Street
- House, 85 Gipps Street
- House, 91 Gipps Street
- House, 93 Gipps Street
- House, 1/94 Gipps Street
- House, 2/94 Gipps Street
- House, 95 Gipps Street
- House, 103 Gipps Street
- House, 105 Gipps Street
- House, 107 Gipps Street
- Sea Scouts Boat House, east side of River
- Charles Mills Reserve, east side of River

- House, 8 Terjesen Court
- House, 9 Terjesen Court
- Road Reserve, Terjesen Court

Statement of Significance

What is significant?
The Gipps Street and Moyne River Precinct is located on the eastern side of the town of Port Fairy. It extends from the mouth of Moyne River to the road bridge at the end of Gipps Street linking the town with East Beach and from the eastern side of Griffith Street to the rear boundaries of properties on the west side of Gipps Street. The street is slightly curved to accommodate the gentle bend in the Moyne River. The topography is flat and low lying although a high sand dune separates the Precinct from Port Fairy Bay. The Precinct is dominated and united by the successive planting of nearly 200 *Araucaria heterophylla* (Norfolk Island Pine) which are mostly in Gipps Street (VHR H2239) and Martin's Point but also include isolated but important plantings on the east bank of the river.

The west bank of the river was one the first places of permanent settlement in the Port Phillip District which became Victoria. Captain John Mills and his brother Charles were two of the founders of Port Fairy. John was the Harbour Master from 1853 to 1871. His home, dating from at least 1843, survives at Nos. 40-42 Gipps Street. Others were the sealers and whalers, Michael Connolly and John Griffiths who supplied the camps, owned the vessels and provided the capital and business acumen for the diversifying commercial enterprises of the port. John Cox from Launceston, a squatter, was the first retail merchant from 1839. The push to settle came largely from northern Van Diemen's Land but also from Sydney and was linked with the settlement at Portland and, much later, Warrnambool. While whaling activities occurred on Griffiths Island, much activity occurred on the river banks with small, primitive timber and stone structures being built at least by the early 1840s. The settlement was ad hoc and notionally illegal, not having the approval of the New South Wales authorities.

James Atkinson obtained a Special Survey of 5120 acres (or eight square miles) [2048 ha] which he based on the settlement at Port Fairy, with an important 'outpost' at Rosebrook. He proceeded to lay out a town, which he called Belfast, along conventional lines with Gipps Street the eastern-most street servicing the facilities on the west bank of the river. The east bank continued as Crown land. Commercial, public, industrial and residential buildings were built along both sides of Gipps Street as well as public and private wharves. More maritime infrastructure was built on the east bank of the river. King George Square, originally called Queen's Wharf emerged after 1852 as a public open space and a bridge, built in 1857 but since demolished, linked both banks and the bay with a tramway. Many buildings from this period survive although altered and extended to accommodate the changing functions and fortunes of the Precinct. Moyne House, the former residence successively from 1846 of Michael and Rachel Connolly, John Cox, John Cowtan, A. H. Knight (possibly), Mrs. Polisena Gottreax (possibly), J. B. Holden, Joseph Goble and the Guyatt family from 1908 to 1966, at No. 64 Gipps Street survives having at least three extensions and several renovations. The 1848 Alison and Knight warehouse, later the Belfast and Koroit Steam Navigation Co. Offices, at No. 35 Gipps Street survives in part. Great debate and effort went into the technical improvement of the port, just as the bankruptcy of William Rutledge and Co. threatened its viability economically. Two of Australia's greatest civil engineers, William Wardell and Sir John Coode supported the construction of the Training Walls, completed by the late 1870s. By 1890 the railway had cut through existing development and reached the wharves, changing the port's operations until it was eclipsed by the advance of road transport, especially after World War Two.

Because of the isolation, strategic position and relative prosperity of the town of Belfast and the port of Port Fairy, communications and defensive fortifications were soon established and steadily improved on the sand dune overlooking the mouth of the river. These eventually comprised a battery of two guns mounted behind bluestone and concrete emplacements and artillery storage, which survives, a powder magazine, which survives, and ancillary works and yards. A lookout hut and flagstaff were removed in the 1960s. Earlier cannon, mounted on carriages and, in one case a slide, were kept and used decoratively in the town. These survive and are now located on the east side of the river.

In the 1930s the fishing fleet was the largest and the town was the most important fishing centre in Victoria. The sinking of the SS *Casino* in July 1932 which triggered the end of coastal trading, the gradual decline in commercial fishing and the dramatic increase in post World War Two tourism all brought further transformation with both banks of the River

becoming increasingly residential including, latterly, the conversion of previously redundant buildings into holiday accommodation. This latest historical phase continues. So do some of the earliest maritime, public and commercial functions of the Precinct. Maritime infrastructure is still found along both banks of the river including the Lifeboat Complex, a complete and extremely rare example of its function. The modern police station still occupies the site purchased from Atkinson although the redundant Court House and Customs House are now used for other purposes. The Customs Shed, redundant before Federation in 1901, which the fishing cooperative used as a rendezvous and work place and later as a chilling plant to store fish and bait, now serves tourists. The oldest section of the Merrijig Inn, Nos. 1-3 Campbell Street still provides food and lodging. The Precinct's intangible heritage continues, with boat building and repairs continuing on both banks, fishing represented by the Port Fairy Angling Club and sailing by the Port Fairy Yacht Club.

The key heritage characteristics and elements of the Moyne River-Gipps Street Precinct are:

- The stone and timber cottage, No. 38 Gipps Street.
- The Customs House, No. 28 Gipps Street.
- The former Alison and Knight bluestone warehouse, later the offices of the Belfast and Koroit Steamship Navigation Company, No. 35 Gipps Street.
- The prefabricated timber cottages, formerly part of Brownsville Terrace, at Nos. 61, 63 and 65 Gipps Street.
- Moyne House/Cottage, No. 64 Gipps Street.
- Part of the Steam Packet Wharf complex, King George Square.
- The former Moyne Steam Flour Mill, Nos. 23-25 Gipps Street.
- The Powder Magazine
- The former Goble's Mill complex, No. 75 Gipps Street.
- Riverdale, the former Tucker residence, No. 98 Gipps Street.
- The ship-building, ship-chandler and slipway infrastructure on both banks of the Moyne River.
- The 1902 timber and stone road bridge over the Moyne River.
- The rows and grove of mature *Araucaria heterophylla* (Norfolk Island Pines) at Martin's Point.
- The isolated *Araucaria heterophylla* (Norfolk Island Pines) on the east bank of the Moyne River.
- The relative intactness of the precinct to its mid-twentieth century state, although with some prominent infill buildings and intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide street, the absence of curbs and channels and the generally low scale of the built form associated with many of the dwellings.
- The generous garden setbacks associated with the post World War One dwellings.
- The view towards the Moyne River flood plain in the north and towards Griffiths Island and the Southern Ocean beyond in the south.

Much building fabric survives from each period of development along the Moyne River and Gipps Street with many of the historical changes to the fabric demonstrating the Precinct's sequential development. Almost all of the historic *Araucaria heterophylla* (Norfolk Island Pines) street trees survive. While there have been some inappropriate alterations and additions to the building fabric and while there are some intrusive buildings overall, the Precinct retains a high degree of integrity, is in good condition and is relatively intact to its later twentieth century character when its heritage values were first recognised by the 1976 Cox Tanner Report.

Significant places
1 Bank Street
Stone Walls at 41,45 57, 59, 77-83Gipps Street
Stone Wall 4 Cox Street
Battery Lane

25, 28, 29, 30, 32, 35, 36, 37-39, 38, 41b, 51, 52, 56, 60, 61, 63, 64, 65, 75, 84, 84a86, 87, 88, 90, 93, 3/94, 96, 97 & 98 Gipps Street
Bluestone Boundary Wall, 59 Gipps Street
Former Fishing Co-Op, Wishart's at the Wharf, Red Brick Complex, King George Square, Gipps Street
Monument to SS Casino, King George Square, Gipps Street
Araucaria heterophylla (Norfolk Island Pine) Interior planting of 24 trees as a grove, Martins Point, Gipps Street
Araucaria heterophylla (Norfolk Island Pine) Pair of Street Trees, Road Reserve, outside 34 and 36 Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Pair of Street Trees, Road Reserve, opposite 46 Griffiths Street
- *Araucaria heterophylla* (Norfolk Island Pine) Pair of Street Trees, Road Reserve, outside 54, 54a and 56 Griffiths Street
Port of Port Fairy Large Slipway and Yards, Griffith Street
Port of Port Fairy Small Slipway and Winch Shed, Griffith Street
Araucaria heterophylla (Norfolk Island Pine) Row of 11 Street Trees, Griffith Street
Araucaria heterophylla (Norfolk Island Pine) Row of 14 in Battery Hill Reserve, Moyne River
Ancillary works and yards, Moyne River
Timber Wharves on either side of Moyne River
Timber Road Bridge with stone abutments over the Moyne River
Stone Training Walls on either side, Moyne River
King George Square, Moyne River

Contributory places
Smale Lane, River Walk Reserve, Lane between 55 and 57 Gipps Street
3 and 4 Bank Street
Road Reserve, Bank Street
Road Reserve, Cox Street
5, 13, 17, 18, 20, 24, 34, 41, 44, 46, 47, 49, 58, 66, 67, 77-83 & 101 Gipps Street
Road Reserve, Griffith Street

Non-contributory places
2 Bank Street
4 Cox Street
10 Campbell Street
1, 1a, 1-3/7, 3, 9,11,15, 19, 21, 22, 23, 5-6/25, 27, 41, 41a, 2/41a, 1-4/43, 45, 53, 1-5/54, 55, 56a, 57-59, 1-2/69, 71, 73, 80, 81, 82, 82a, 83, 85, 91, 93, 1-2/94, 95, 103, 105 & 107 Gipps Street
1 Griffith Street
Sea Scouts Hall, eastern bank of Moyne River
Mills Reserve, eastern bank of Moyne River
8 & 9 Terjesen Court
Road Reserve, Terjesen Court

How is it significant?
The Gipps Street and Moyne River Precinct is of historical, architectural, social and scientific significance for the State of Victoria.

Why is it significant?
The Gipps Street and Moyne River Precinct is of historical significance as one of the earliest points of permanent settlement in the Port Phillip District and for the establishment of Belfast as a rare, privately developed town prior to Separation of the Colony of Victoria from New South Wales. Its successful role as a port for assisted and free immigration and the importing of goods and exporting of produce, particularly wool was critical for the historical

development of the town and its hinterland. The list of significant people directly associated with Port Fairy and particularly the port area of the town is extensive. Some of the more notable pioneers were: the sealers and whalers, Michael Connolly and John Griffiths; Captain John Mills, the Harbour Master and his brother Charles; John Cox, merchant and squatter; James Atkinson, the developer who founded Belfast; William Rutledge, Atkinson's local agent and Port Fairy's most successful merchant and trader; John Alison and Andrew Halley Knight, millers and merchants; John Cowtan and John Bland, merchants; and Joseph Goble, flour miller. Squatters and their widows resorted and later retired to Port Fairy, such as Thomas Browne (alias Rolf Boldrewood) and Mrs. Polisena Gottreax who lived at Moyne House, the beginning of a long and continuing tradition. Also significant are the less famous people who provided other services such as: the publican, William Middleton, first licensee of the Merrijig; Dr Andrew Hume, Port Fairy's first medico and pharmacist; and Captain Lewis Grant, shipping agent. John and Deborah Spink, both shoemakers, lived and worked in a three roomed timber cottage at No. 97 Gipps Street with at least some of their seven children. There were other ordinary people such as the boatmen John Hanby, Daniel Sanders, George Evans and their families who lived and worked within the Precinct. Many fishing families used the port for generations and a few continue to do so. The port of Port Fairy is one of the four oldest in Victoria and probably the best surviving example of an early colonial port in Australia. (Criterion A, Criterion B, Criterion C, Criterion G and Criterion H)

The Gipps Street and Moyne River Precinct is also of historical significance for demonstrating the changing functions and shifting fortunes of the port, its town and its hinterland. It was the destination of many immigrants and a market for imported goods. It was the place where produce such as whale oil, cereals and milled flour, cheese and butter, fish and crayfish, meat, gold, and especially wool and tallow were exported to colonial and international markets. Port Fairy is said to have been one of the busiest ports in Victoria after Melbourne and Geelong up to the time when William Rutledge MLC, merchant, banker and settler submitted his firm to bankruptcy in 1862 which, although honourably discharged, began the steady rise of Warrnambool, Port Fairy's long-term rival. Its importance to the colony is reflected in the defences constructed over many decades. The arrival of the railway by 1890 brought mixed blessings. The sinking of the SS *Casino* at Apollo Bay in 1932 was another turning point in the fortunes of Port Fairy. (Criterion A, Criterion B, Criterion C, Criterion G and Criterion H)

The Gipps Street and Moyne River Precinct is of further historical significance for its transformation from an industrialised landscape into a picturesque tourist attraction while still remaining a working port. This was achieved through the introduction of heritage conservation controls as early as the mid-1970s after the Cox Tanner Report identified Port Fairy as one of Australia's first notable towns. The controls have enjoyed broad community support. Notwithstanding the potential danger of exploitation, the development which has occurred has largely retained the most significant values of the Precinct. (Criterion A, Criterion B, Criterion C, Criterion D, Criterion E and Criterion G)

The Gipps Street and Moyne River Precinct is of architectural significance for its diverse building types and other works, some designed by architects and engineers, associated with the port ranging from the wharves, yards, warehouses and mills which serviced the port, the residences of those who worked the port, the public buildings and works constructed by the government to improve the port and its facilities, and the inns and hotels which provide food, drink and accommodation to locals and travellers. Of particular note are the Court House and Customs House, typical Public Works Department designs; the examples of early vernacular dwellings such as Mills Cottage (especially its rear sections), Moyne House/Cottage and the former Cobbler's Cottage; various industrial buildings such as mills and warehouses; the traditional early design of the Merrijig Inn; and the technical designs of the Life Boat Complex, the Customs Shed, the Battery and other maritime infrastructure such as the Training Walls. The Battery was recommended in the Jervois-Scratchley report of 1877. The Training Walls were recommended and designed by marine engineer, E. Moriarty, supported by the Inspector-General of Public Works, William W. Wardell, supervised by Sir John Coode and constructed by I. Smale. The aesthetic character of the Precinct is heightened by the majestic curving avenue of *Araucaria heterophylla* (Norfolk Island Pine) VHR H2239. (Criterion B, Criterion F and Criterion H)

The Gipps Street and Moyne River Precinct is of social significance for its mixture of activities typical of a port, with people of all classes and occupations mingling, working and trading together. This continued at least until the middle of

the twentieth century when a major shift occurred. Professional fishing for crayfish, abalone and scallops continues and recreational fishing is increasing. With some residual traditional uses such as boat building and repairs, the port came to be a place of recreation usurped by holiday-makers and more permanent residents no longer directly associated with transport, fishing, food processing and public works. Places like the Angling Club and Yacht Club are a social focus for the Port Fairy community while places like the Life Boat Complex while the wharves and parklands cater for the broader community of visitors. (Criterion G)

The Gipps Street and Moyne River Precinct is of scientific significance because its developmental history represents a sequence of technological change in various types of transport, food production and processing, and hydrology. (Criterion C and Criterion E)

Recommendations 2012

|	
External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes All mature exotic trees
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name   James Street Precinct Port Fairy

Address   JAMES STREET, PORT FAIRY   **Significance Level**   Local

Place Type   Residential Precinct,Commercial Precinct

Citation Date   2012
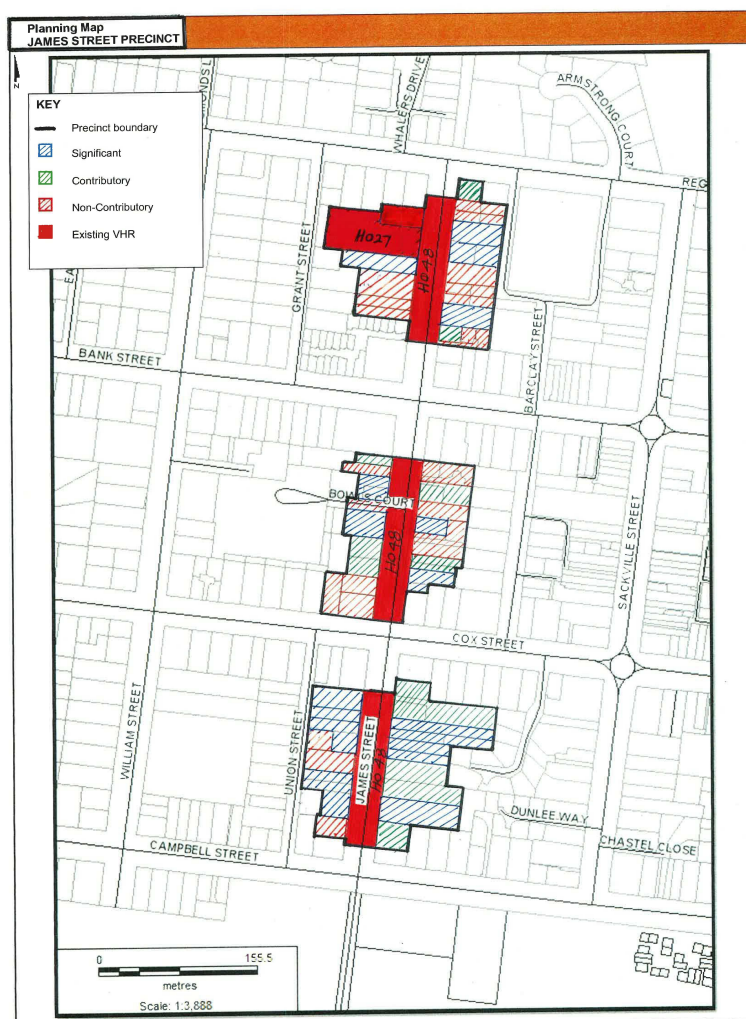
James Street Precinct map

Recommended   **VHR** No **HI** No **PS** Yes
Heritage Protection

History and Historical Context

James Street, Port Fairy was created in the original survey of Belfast undertaken for James Atkinson as part of his Special Survey claim in 1843 and was possibly named after him. It has always been a more residential than a commercial street although the Precinct includes several distinctive buildings. The northern section is dominated by the former Wesleyan Methodist Church, now the Uniting Church and by Braim House, the former school of Dr. Braim, the first Anglican minister and school teacher.

Atkinson granted land to the Wesleyans. Replacing an earlier timber building, the present church was built in 1855 with the foundation stone laid by William Witton (1811-1886), a Londoner who had migrated to Van Diemen's Land and then to Melbourne and Portland to become one of the first and most important Wesleyan ministers in Victoria (Syme, *Seeds of a Settlement*, 1991, p. 76). He moved to Belfast in 1844 although the Rev. R Hart who was based in Warrnambool was the Minister at the time the church was built (Blamires, *The Early Story of the Wesleyan Methodist Church*, 1886, p. 261). The neo-Classical design by local architect, John Mason reflects the anti-Papist values of the Methodists at the time and can be compared directly with Mason's 1854 design for St Andrews Presbyterian Church. The main contractors were Messrs Barnes, Trevaskis and McGut. A bust of John Wesley and other carvings in 'Merri stone', that is, tuff or volcanic ash from Tower Hill, by the important sculptor Walter McGill are particularly impressive. The porch was added in 1933. Towards the rear of the church is a Sunday School built in the 1870s as a Common School where the original timber church had stood (Blake, *Vision and Realisation*, vol. 2, p. 908). The manse on the north side of the church was built after 1885 when the congregation purchased the land. Formerly, ministers lived at 'Swyn-y-Mor', the stone cottage at No. 49 Regent Street (outside of the Precinct) which was built in 1856 by William Witton, and at Braim House, No. 42 James Street, which the Wesleyans bought in 1868.

Braim House was built sometime between 1852 and 1856 on land that included five of the original allotments. Dr Thomas Henry Braim (1814-1891) was one of the most important educators in New South Wales (E. L. French, in *Australian Dictionary of Biography*, vol. 3, pp 217-219). A graduate of Cambridge he arrived in Belfast in 1846 but was not ordained as an Anglican priest in Port Phillip until 1848 and by 1849 ' regularly officiates at Chapel every Sunday at the Episcopalian Church' (Sayers, *History of Warrnambool*, p. 101; Powling, p. 50). He 'had come to Belfast at Atkinson's [or his agent Rutledge's] invitation to establish a school' (Syme, 1991, p. 78). The fortunes of the institution, operating as the Church of England Common School at different sites, were mixed but it re-opened in Braim House in 1856 under Charles Helm as the Belfast Grammar School. After the period as the Wesleyan manse, the building was owned and occupied by Samuel Haynes and his sister Mrs Florence Wilson until 1936 (Syme, 1991, p. 78). The building continues to be occupied as a residence.

The other public building in this section of the Precinct is the former Port Fairy Masonic Lodge No. 1456, at No. 37 James Street, now occupied by Blarney Books. The existing building was built as a Masonic hall before Second World War and extended towards the front to accommodate a kitchen and supper room in the late 1950s. It appears to have been designed by an architect, possibly by Tag Walter of Warrnambool. The simple but formal International style of facade still reflects the values of the Freemasons, an important social group within the community of Port Fairy and, incidentally, the Protestant denomination which occupied the building subsequently. The hall form of the building reflects Masonic practices. No special Masonic details survive internally. The Masonic artifacts were donated to the Port Fairy Historical Society. The residence in the south-east cornermay also date from the 1950s or soon after. This was added to as the residence for the Pentecostal church which acquired the site in the 1990s. John Braim, the Grand Secretary of the United Grand Lodge of Victoria from 1894 to 1910 and author of *Constitutions Of The United Grand Lodge Antient, Free and Accepted Masons of Victoria, Containing the General Charges, Laws and Regulations &c,* may have been related to Dr Thomas Braim whose brother John had arrived with him in Belfast in 1846 (*ADB*, 217-219).

The rest of this section of the James Street Precinct is comprised of small timber cottages typical of the later nineteenth century and later twentieth century dwellings. The four *Araucaria heterophylla* (Norfolk Island Pine) in front of No. 37-

41 James Street were planted by the Borough in 1910 (VHR H2239).

The central section of James Street is dominated by the former Gould residence at No. 30 James Street, built in the 1890s by Frederick W. Gould. The land had been occupied by his father, John Gould, a storekeeper and painter in a stone house of four rooms, a grocery shop and a cellar from 1859 for the next 30 years. (Syme, 2009, p. 182) The street includes more cottages, perhaps the most interesting in the street being at No. 28 James Street which is elevated above a substantial cellar. While cellars are not uncommon for hotels and some stores, they are rare for private dwellings. The house opposite at No. 27 James Street, because of its elongated plan, may be prefabricated. The gas works were located at the corner of Cox and James Streets. This site was known as 'Frizzell's corner' after John Frizzell, a merchant, who operated the old Victoria Store. The land was granted to the municipality by James Atkinson during his last visit to Belfast in 1864 for the proposed Town Hall. The land was briefly used as a market from 1867 and then, instead of a town hall, the gas works and reticulation were completed by March 1885 (Powling: 1980 p. 171, 208, 222 & 276). The 'building and gasometer tank were built of bricks locally made' (Sayers: 1973, p. 32). The complex closed in 1958, although Port Fairy was connected to the electricity grid in 1938. It was demolished in the 1960s for the present housing. The Country Fire Authority building at No. 26 James Street dates from the Interwar period but has been substantially extended. The hose drying tower and alarm survive along with other fire-fighting paraphernalia. It continues to operate relying on the traditional volunteer system.

The southern section of the James Street Precinct was less developed in the nineteenth century but the 1870 Hydrographic Survey prepared by Lt. H. J. Stanley R.N. indicates dwellings along most of the west side and part of the east side. Early stone cottages survive as a pair at Nos. 6-8 James Street and singly at Nos. 13, 16 and 'Far End' at No. 4 James Street. The pair at Nos. 9-11 was renovated in 1885 with a curious half-cantilevered timber verandah. (Syme, 2009, p. 214) 'Mayrene', the 1862 stone house at No. 18 James Street was built by James Scott, carpenter. (Syme, 2009, p. 219) It has been altered by the addition of a masonry verandah which has the curious mistake of inverted columns. 'Watgania', the Interwar house at No. 3 James Street is named after a grazing property to the north of Glenthompson. It has been a retirement home for people off the land for many decades. 'Shangri-La', the house at No. 5 James Street was built in the early 1950s for the local manager of the State Electricity Commission and includes unusual electrical fittings and detailing. The Moderne house at No. 1 James Street was built for the local vetinary surgeon, Dr Odbert as a residence and surgery (pers. comm, Jennifer Young, 2015) in the late 1950s and reflects a new American influence in its style. The single *Araucaria heterophylla* (Norfolk Island Pine) in front of No. 9-11 James Street was planted by the Borough in 1910. (Syme, 2006 p. 8) (VHR H2239)

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Description

Physical Description

The James Street Precinct is broken into three sections, as shown in Figure 1. The first is between Regent and Bank streets, the second between Bank and Cox streets and the third between Cox and Campbell streets. (This Precinct should be read in association with the contiguous precincts.) The street itself runs north-south from Regent Street to Campbell Street. At 99 feet (30.46m) the street pavement is a substantial width, with large grass verges on either side. The bitumen pavement is relatively narrow, being wider in the area between Bank and Cox Streets, which sees more commercial traffic. On either side of the road pavement are wide grass verges, the east side consistently wider, showing the pavement follows the early road layout. No concrete curb and channel, crossovers or guttering are evident, creating a more rural open streetscape. Powerlines are located on the west side only, the poles being a mix of timber and concrete. Narrow footpaths of bitumen and concrete are located on both sides of James Street. Most crossovers are unsealed, and gravel. There are a number of very important, highly intact buildings within the precinct. Unusually, the precinct has a mix of residential, commercial, civic and religious buildings within it. The building stock is mixed, ranging from small early stone and timber cottages, such as the stone cottages at Nos. 4, 6-8 and 16 James Street, through to late Victorian and Edwardian houses, a few interwar examples and some post World War Two structures. Often these are located at the front of deep allotments with old-fashioned gardens including fruit trees at the rear.

All of the houses are still single-storey dwellings with a range of standard setbacks, except for Nos. 30 and 42. The two-storey buildings were not originally built for residential purposes. The former Gould residence at No. 30 James Street probably incorporated a shop. The facade has been remodelled to regularise a larger window on the south side. It is all the more unusual for its heavy cornice, parapet and side entrance. Dr. Braim's School at No. 42 Bank Street has also been remodelled. The earliest cottages and commercial buildings have little or no setbacks, evident at 6-8 and 12 James Street, and the 1885 pair at Nos. 9-11 built in front of earlier cottages, as well as the former Methodist Church. The majority however have small to medium front gardens, planted with a range of appropriate plants and discrete car access and parking. Some early trees and gardens survive on the private land within the Precinct. The garden plantings at Watgania, an interwar bungalow at No. 3 James Street is typical of its period, although much of the detail has been lost from the garden design. There is a substantial *Cupressus macrocarpa* (Monterey Cypress) at the rear of No. 9-11 James Street. There are few original fences, the picket fence at No. 45 is a particularly intact example. Although most fences within the precinct are appropriate for their style and scale, being low and generally transparent, there are some inappropriate fences, such as the high timber paling fence between Nos. 4 and 6 James Street and the high timber picket fence between Nos. 14 and 16 James Street. The other inappropriate fence is that at No. 7 James Street, a high concrete block and timber fence.

Significant to precinct:
- Watgania, Timber House and Garden, 3 James Street
- Far End, Stone Cottage, 4 James Street
- Pair of Stone Cottages, 6 - 8 James Street
- Pair of Stone Cottages, 9 - 11 James Street

- Stone Cottage , 12 James Street
- Cottage , 13 James Street
- Stone Cottage, 15 James Street
- Stone Cottage (excluding 1960's house), 16 James Street
- Mayrene, Stone House, 18 James Street
- Stone House, 21 James Street
- CFA Station, 26 James Street
- Timber Cottage, 27 James Street
- Timber Cottage, 28 James Street
- Former Banking Chambers, Stone Residence, 30 James Street
- Bluestone boundary wall on southern portion of common land, 35 James Street
- Former Masonic Hall (Blarney Books), 37 James Street
- Former Dr, Braim's School, 42 James Street
- Timber House, 43 James Street
- Marmion, Timber House 45 James Street
- Former Wesleyan parsonage 46 James Street

Contributory to precinct:
- Moderne Timber House, 1 James Street
- Shangri-La, Timber House, 5 James Street
- Timber House, 7 James Street
- Interwar Bungalow, 17A James Street
- Brick House, 19 James Street
- Brick House, 22 James Street
- Timber House, 23 James Street
- Conite House, 24 James Street
- Conite House, 31 & 31a James Street
- Timber Cottage, 34 James Street
- Timber House 35 James Street
- Timber House, 49 James Street

Non-contributory to precinct:
- Road Reserve, Bowls Court
- House, 1/9 Church Street
- House, 3/9 Church Street
- House 5 Church Street
- House, 52 Cox Street
- House, 2 James Street
- House, 10 James Street
- House, 18A James Street
- House, 20 James Street
- House, 25 James Street
- House, 27A James Street
- House, 29 James Street
- Vacant Land, 32 James Street
- Common property, 33 James Street
- House, 1/33 James Street
- House, 2/33 James Street
- House, 3/33 James Street
- House, 1/35 James Street

- House, 2/35 James Street
- House, 38 James Street
- House, 39 James Street
- House, 2/39 James Street
- House, 3/39 James Street
- House, 4/39 James Street
- House, 40 James Street
- House, 41 James Street
- House, 1/47 James Street
- House 2/47 James Street
- House, 9 Union Street

Statement of Significance

What is significant?
The James Street Precinct, Port Fairy runs north-south from Regent Street to Campbell Street. It is in three parts, divided by Bank Street in the Commercial Precinct and by the Cox Street Precinct. The street was one of the first to be developed in James Atkinson's privately developed township of Belfast. Few businesses were located in the Precinct which has always been mostly residential but several important nineteenth century non-residential buildings survive.

The key heritage characteristics and elements of the James Street Precinct are:

- The single-storey, late Georgian stone cottages and houses dating from the 1850s, and 1860s at Nos. 4, 6-8, 12, 15, 18 and 21.
- The pair of early stone cottages renovated about 1885 at Nos. 9-11.
- The late nineteenth century timber cottages and houses at Nos. 28, 34 and 45 James Street.
- The Interwar bungalow, Watgania at No. 3 James Street.
- The Country Fire Authority Complex at No. 26 James Street.
- The former Gould residence at No. 30 James Street.
- The former Masonic Lodge, No. 37 James Street.
- The former Braim House, Dr Thomas Braim's school at No. 42 James Street.
- The former Wesleyan Methodist Parsonage at No. 46 James Street.

- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide streets, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.

Significant places
3, 4, 6-8, 9-11, 12, 13, 15, 16, 18, 21, 26, 27, 28, 30, 37, 42, 43, 45, 46 James Street
Bluestone boundary wall - 35 James Street

Contributory places
1, 5, 7, 17A, 19, 22, 23, 24, 31, 31a, 34, 35 & 49 James Street

Non-contributory places
Road Reserve, Bowls Court

1/9 & 3/9 Church Street
Common land 33 James Street
52 Cox Street
2, 10, 18A, 20, 25, 27A, 29, 1-3/33, 1-2/35, 38, 1-4/39, 40, 41 & 1/47 James Street
9 Union Street
House 5 Church Street

How is it significant?
The James Street Precinct is of historical, architectural and significance to the Shire of Moyne.

Why is it significant?
The James Street Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes and from all periods, and especially with Dr Braim, the first Anglican minister and schoolteacher. This is reflected in the surviving buildings such as: Dr Thomas Braim's former school, Braim House; the former Wesleyan Church (now Uniting Church) and School (VHR H884); the former Gould residence; and the former Freemason's Lodge. The James Street Precinct is of historical significance for representing the evolution of Port Fairy generally, from its religious and educational beginnings to its more residential nature today. (Criterion A, Criterion G and Criterion H)

The Precinct is of architectural significance for its early religious and educational buildings, cottages and houses which demonstrate a wide range of periods and types. The local architect John Mason designed the Wesleyan Church which has stone carvings by Walter McGill. (Criterion E)

The Precinct is of social significance for the Country Fire Authority Complex which provides emergency services to the township and its hinterland in the important tradition of volunteerism. (Criterion H)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Princes Highway Precinct Port Fairy
Address	Albert Road, Albert Street, Cox Street, Regent Street, Rosebrook Road, Uebergang Road PORT FAIRY
Place Type	Residential Precinct
Citation Date	2012

Significance Level   Local

Clonmara Princes Hwy

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

The Princes Highway and the Hamilton Road are now the main access and egress from Port Fairy. It was not always so. While these three land routes linked Port Fairy with its hinterland from the early 1840s, the sea routes to Portland, Geelong, Melbourne and well beyond-even directly with Great Britain-were as important for the entry and exit of goods, stock and people. The sea routes were challenged by the arrival of the railway in the late 1880s but at least intra-colonial shipping continued until the sinking of the Casino at Apollo Bay 10 July 1932. The railway was the cheapest, quickest and cleanest form of transport until after World War Two when improved road construction and the advent of mass motorised transport eclipsed it. The construction of a new concrete bridge at Rosebrook, after the third bridge was washed away in the 1949 flood, and the construction of the new concrete bridge over the drain near Albert Road increased the carrying capacity of the road. These are now inadequate and a bypass of the town, anticipated for many decades, is again under consideration.

The land north of Regent Street on both side of the 'North Road leading to Melbourne' was 'part of James Stribling's Farm. (*Plan of Town of Belfast*, 1850) There was no development noted and little land sold south of Cox Street before 1850. Typically, an inn was soon built at the intersection of the three roads, on the south-east corner of Albert and Regent Streets. John Finn and John Meagher purchased a double lot in 1850 and then presumably built the Belfast Inn, a low double fronted stone building. (Syme, 2009) The 1860 rate book noted '13 rooms, kitchen, 8 stall stable and 1 acre of land'. John Finn also had a brewery. The coaching service operated in the early 1860s by Robert Davey of the 'General Coach Office, Albert St ran in competition to Cobb & Co. (Syme, 2006, p. 208) During this time the road to Warrnambool was declared a 'main road' and a request was made for a daily mail service. (Syme, 2006, p. 208) The Inn closed in 1865 and the building was finally demolished to make way for a service station in 1961.

The land on either side of what is now the Princes Highway was all owned by James Atkinson. He subdivided and sold the land south of Regent Street as relatively small holdings. Many cottages were built in the 1850s and subsequently extended. These are later described as having stables, gardens, both ornamental and practical, paddocks for milking cows and presumably had other self-sufficiencies. Further from the nascent town, the land was used for small scale farming. The highest point in the Precinct, the north-east corner of Albert Street and Bank Street was used for a windmill from 1857 by William Fuller. (Syme, 2009, p. 141) The important miller, Joseph Goble and others operated the mill but it could not compete with steam powered mills and when its cap blew off in the early 1860s it was not repaired. The vacant land was sold to William Webb who started to build a villa, the present Rockleigh, and stone walls in 1889. (Syme, 2009, p. 141)

An early pair of timber cottages opposite the Belfast Inn, at Nos. 56-58 Princes Highway, has been substantially renovated. An unusual stone pair, built as one house by the first Presbyterian Minister, Rev Thomas Craig as a speculation, survives at Nos. 32-34 Albert Street (Syme, 1991, p. 89). It overlooks the former Presbyterian Church land. For some time schools were run in the building. It was divided in two about 1880 by Francis Corbett and leased to Leslie D Freckleton. The cottages were sold in 1909 to the long-standing local Jago and Dean families. Perhaps the finest cottage is Somerset House, No. 16 Albert Street. While the impressive facade and cast iron and timber verandah may date from 1870 or later, the rear section dates from 1857/58 according to the rate book (Syme, 1991, p. 99). The owner was James Williams, a stone cutter and mason, a wowser and a wife-deserter who left Port Fairy under a cloud in 1876 (Syme, 1991, p. 98). The next owner was Joseph Digby. More typical is Kelvin Grove, the stone cottage at No. 82 Princes Hwy built in 1852 by James Stribling who leased the land initially and then purchased it in 1869 (Syme, 2009, p. 291). The 1856 rate book shows Stribling rated for a 'four room, stone and wood (house), and old cow house'. The property was sold to John Gould in 1870 and he added the front rooms. In 1872 it was offered for rent as a 'handsome residence of 7 rooms and out houses on 1 acre of ground'. It was taken by George W Osburne, proprietor of the local *Gazette*, who named it 'Kelvin Grove' (Syme, 2009, p. 257-8). In 1890 it was a 'suburban villa' with a vegetable garden and a small cow paddock.

John Rundell, a stonemason built the stone cottage at No. 44 Albert Street. George Young at No. 52 was a plasterer & bricklayer who offered his home for sale in 1858 as a "cottage with improvements and opposite Mr. Finn's Belfast Inn". In 1859 John Perry purchased the lot, demolished the cottage and built the basalt cottage that still stands. (Syme, 2009, p. 245-6). He and his wife Jane lived there for fifty years. Their son Thomas, also a stone mason, lived there another forty-six years. John quarried stone from around the house (the same elevated bluestone reef which runs towards the south-east) and had a forge and outbuildings at the rear. He built Hutton's Store in Sackville Street, the Free Library and Lecture Hall and did repairs to the Rosebrook Bridge. The other stone cottages have similar histories.

Marten Syme states that 'Farms of 5 to 50 acres [2.0 to 20.0 ha] along the Rosebrook Road were standard, producing potatoes, mangel wurzels, hay, wheat, oats and barley' (Syme, 1991, p. 130). Clonmara, the stone cottage at No. 106 was built by Frederick Speed, rate collector in the early 1860s. He purchased the land, approximately three acres, in 1891. (Syme, 2009, p. 258) At one stage the cottage was used as a shop but the facade has since been remodeled. The stone cottage at No. 4 Albert Road (formerly addressing the Rosebrook Road) was built in 1862 as Yates Hill Farm as two lots on about eight acres [3.2 ha] (Syme 1991, p.131; Syme, 2009, p. 259). The first occupant was James Ireland, a carpenter,

who leased it from Atkinson in 1861, agreeing to purchase the land, one lots in 1881 and the other in 1891. He died in 1885 and Sarah Robinson acquired the land in 1886. The stone cottage has been altered and extended many times. Even by 1870, the Stanley map shows very little development along the Highway with most still located between Regent Street and Campbell Street. (*Port Fairy by H.J. Stanley*, 1870) A later phase of development is represented by large timber Edwardian houses. These are sometimes set within substantial grounds. Further development occurred during the Interwar period and after the Second World War which tended to be more modest.

After the First World War there was a plebiscite within the Borough of Port Fairy to decide where a memorial to those who had served should be placed. The decision was strongly in favour of the intersection of Bank Street and the Princes Highway, the highest point topographically and, in a sense, the cross roads of the town. The memorial was dedicated in January 1929. It was also decided to plant an avenue of honour and *Cupressus macrocarpa* (Monterey Cypress), one or the standard species to be used in Victoria, was planted at the same time in the Highway from Uebergang Street to the memorial. A 1960s postcard shows the same trees planted behind the memorial in Bank Street. These were replaced in the 1960s by *Lagunaria patersonii* (Norfolk Island Hibiscus). The main avenue of honour was cut down in the early 1990s because it was considered dangerous to trucks. There was a proposal to relocate the memorial to the Railway Reserve in Bank Street about ten years later but this was quashed after a public outcry.

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Description

Physical Description

The Princes Highway Precinct runs approximately north-south from Albert Road to Campbell Street, encompassing the three main entrances of the town, from Warrnambool and Portland. It includes: Rosebrook Road northwards from Regent Street; Hamilton Road which begins as Regent Street; and Albert Street southwards from Regent Street and a short section of Cox Street as Portland Road. The road pavement is a substantial width, reflecting the traditional major thoroughfare the Princes Highway has become since the establishment of the overland route between Melbourne and Portland since the 1840s. The road pavement is flanked by substantial grass verges on either side, with modern concrete footpaths hard on the title boundaries, but no curbs and channels for much of the precinct which enhances Port Fairy's sense of place as a small seaside village. A row of *Araucaria heterophylla* (Norfolk Island Pines, 9 north of Cox Street on

the east side and 11 south of Cox Street on the west side) dominates the southern end of the precinct, perched well above the residences on both side of the road (VHR H2239), The original 1920s *Cupressus macrocarpa* (Monterey Cypress) Avenue of Honour was replaced by a planting of *Lophostemon confertus* (Queensland Box) over ten years ago. This replacement planting is socially significant but has little aesthetic or historical value in its current form. The war memorial, located on the north-west corner of Bank and Albert Streets is an important focal point for the precinct, being the conventional Digger standing on a simple obelisk surrounded by piers and silver painted chains.

The dual lane reinforced concrete bridge, built post-World War 2 across a drain, marks the northern entrance. Its balustrade is prefabricated post and rail construction, loosely copied from traditional timber construction. Its construction reflects the increasing importance of motorized road traffic after World War 2. Of interest from an earlier period is the pair of bluestone bollards at entrance to Roberts Avenue. The Caltex service station, located at No. 53 Princes Highway which has no heritage value dominates the middle of the precinct. Its recent renovation triggered the construction of a truck parking bay on the opposite side of the Highway, the new pedestrian crossing and the heavy road signage at this location and at the intersection Cox and Albert Streets detract from the significance of the precinct overall. Major roadworks have occurred to improve the safety of the Albert Street and Cox Street intersection to create a sweeping cambered bend. This has elevated the road to reach the level of a bluestone reef immediately south of the Bank Street intersection, one of the highest points in Port Fairy. The bend has closed access to the east end of Cox Street and blocked the historic entrance from Portland into Port Fairy and the yards, warehouses and wharves at the far end of Cox Street.

The precinct is almost entirely residential. The building stock within the precinct is mixed, ranging from mid-Victorian through to modern, although the majority of places are clustered between about 1850-1870, 1890-1920 and 1945-1970. The most important places within the precinct are firstly the modest stone cottages, with small setbacks scattered along either side of the Princes Highway, reflecting Port Fairy's early settlement pattern and for many, its distinctive early vernacular character. The finest examples are perhaps Somerset House, No. 16 Albert Street and the duplex pair at 32-34 Albert Street. More humble examples are Nos. 54 Albert Street and 64 and 102 Princes Highway, and Locksley at No. 89 Regent Street. Clonmara, the stone cottage at 106 Albert Street, on the south-west corner of Albert Road is much altered and extended. The stone cottages at Nos. 21 and 44 Albert Street and Kelvin Grove, No. 82 Princes Highway have substantial setbacks. The majority of these early cottages are substantially intact.

There are many timber cottages, more humble in scale and detail. Perhaps the oldest is No. 21 Albert Street, set well back and now isolated by the roadworks elevating the Highway. Others are its neighbour at No. 19 Albert Street and the later group Nos. 3, 13 and 15 Albert Street. The timber shed at the rear of No. 3 was used by Matthews Petroleum, still the owner of the Caltex service station. The use of Conite, a cement render on chicken wire over weatherboards, must now be seen not only as a practical and fashionable improvement but also, now, a traditional finish in Port Fairy. The very early pair of timber cottages at No. 56 and 58 Albert Street has been substantially renovated, one with Conite but retaining its sash windows and the other with modern weatherboards and aluminium windows, the latter losing much of its fabric and significance.

The large Late Victorian and Federation timber houses, with deep setbacks in substantial garden settings, particularly those on the west side of the Precinct, especially Nos. 72 and 76 Princes Highway, are critical for the character of the precinct. Both contribute greatly. The former with its mock timber ashlar walls, elaborate joinery and pebble dash chimneys has a classic *Phoenix canariensis* (Canary Island Palm) and Cotoneaster as well as a range of Australian natives. The latter, Egloskelly, has a more formal garden design with an axial path to the front door, including a *Phoenix canariensis* (Canary Island Palm) in a circular bed, *Agonis flexuosa* (Western Australian Peppermint or Myrtle) trees, fruit trees, low hedges and Agapanthus borders. The house and garden at No. 83 Princes Highway is another substantially intact example with a garden of traditional exotics and natives, although a relatively rare *Ficus microphylla* (Hill's Weeping Fig) was removed recently.

The contribution of post World War 2 housing should not be underestimated. It represents an important period of prosperity and development in Port Fairy. Most of the houses and their gardens are sympathetic with their surroundings.

The houses at Nos. 77 and 86 Princes Highway retain typical gardens reflecting their era. Most of the houses from this period retain their original fences.

Much significant fabric has changed in the precinct. Rockleigh, a large Victorian residence and garden behind a dry stone wall at No. 35-43 Albert Streetacts as a keystone in the precinct. It has been compromised by additions to the existing residence which overwhelm the original and by the removal of some significant garden elements. However, the elevated site once used for a windmill, with its tall *Phoenix canariensis* (Canary Island Palm) and *Washingtonia filifera* (Washingtonia Palm) still provides an important visual backdrop to the precinct when viewed from Princes Highway and Bank Street. A second storey addition was completed as part of a major renovation to No. 48 Princes Highway. While second stories are not appropriate for this precinct, it was done sensitively and does not impact overly on the precinct as a whole. Some of the stone ruins behind No. 42 Princes Highway have been successfully renovated to create a two storey dwelling. The timber cottage at No. 46 Albert Street, once stripped of all traditional character, has been renovated successfully to reinstate its missing details.

The clear character of the Princes Highway precinct is single storey with usually large allotments, being deep or wide and, in some cases, both. Gardens and plantings are important within this precinct. There is a strong presence of appropriate and original gardens and plantings associated with early cottages and later timber residences. Interestingly, the majority of the fences in this precinct are either original or appropriate in size, scale, form and bulk for the residences which stand behind them.

Significant to precinct:
- Yates Hill Farm, Stone Cottage, 4 Albert Road
- Timber Cottage, 11 Albert Street
- Cottage, 13 Albert Street
- Timber House, 15 Albert Street
- Somerset House, 16 Albert Street
- Brick House, 17 Albert Street
- Timber Cottage, 19 Albert Street
- Timber Cottage, 21 Albert Street
- Pair of Stone Cottages, 32-34 Albert Street
- Rockleigh, Stone House, Bluestone Boundary Wall and Garden, 35-43 Albert Street and 84 Bank Street
- Timber House, 36 Albert Street
- Timber House, 38 Albert Street
- Rear dwelling and stone ruins, 42 Albert Street
- Stone Cottage, 44 Albert Street
- Stone Cottage, 52 Albert Street
- Timber Cottage, 54 Albert Street
- 5 *Araucaria hetrophylla* (Norfolk Island Pine), located on the east side of Princes Highway, at the intersection of McGill Court.
- The Grange, Stone Cottage and land, 82-84 Cox Street
- Cottage, 83 Cox Street

- Timber House, 60 Princes Highway (former Rosebrook Road)
- Timber House, 61 Princes Highway (former Rosebrook Road)
- Timber House, 62 Princes Highway (former Rosebrook Road)
- Timber House, 63 Princes Highway (former Rosebrook Road)
- Stone Cottage, 64 Princes Highway (former Rosebrook Road)
- Conite Cottage, 65 Princes Highway (former Rosebrook Road)
- Timber House, 69 Princes Highway (former Rosebrook Road)
- Timber House, 70 Princes Highway (former Rosebrook Road)

- Timber House, 71 Princes Highway (former Rosebrook Road)
- Timber House and garden, 72 Princes Highway (former Rosebrook Road)
- Timber House and garden, 75 Princes Highway (former Rosebrook Road)
- Timber House and garden, 76 Princes Highway (former Rosebrook Road)
- Brick House, 77 Princes Highway (former Rosebrook Road)
- Conite House, 79 Princes Highway (former Rosebrook Road)
- Timber House, 80 Princes Highway (former Rosebrook Road)
- Kelvin Grove, Stone House, 82 Princes Highway (former Rosebrook Road)
- Timber House and garden, 83 Princes Highway (former Rosebrook Road)
- Timber House, 84 Princes Highway (former Rosebrook Road)
- Brick House, 86 Princes Highway (former Rosebrook Road)
- Cream Brick House, 90 Princes Highway (former Rosebrook Road)
- Brick House, 91 Princes Highway (former Rosebrook Road)
- Port Fairy Veterinary Clinic, 92 Princes Highway (former Rosebrook Road)
- Stone Cottage, 102 Princes Highway (former Rosebrook Road)
- Clonmara, Stone Cottage (excluding modern units), 106 Princes Highway (former Rosebrook Road)
- Concrete Road Bridge, over drain, Princes Highway (former Rosebrook Road)
- Stone House, 89 Regent Street
- Stone wall, 94 Regent Street (west side)
- Edwardian House, 1 Uebergang Street

Contributory to precinct:
- Timber Cottage, 3 Albert Street
- Timber Shed, 5 Albert Street
- House, 9 Albert Street
- Timber House, 28 Albert Street
- Timber House, 30 Albert Street
- Timber House, 40 Albert Street
- Timber Cottage, 46 Albert Street
- Timber House, 49 Albert Street
- Conite House, 50 Albert Street
- Conite House, 56 Albert Street
- Timber Cottage, 58 Albert Street
- Timber House, 59 Albert Street
- Avenue of Honour (replacement), *Lophostemon confertus* (Queensland Box), Albert Street & Princes Highway
- Edwardian House, 68 Princes Highway (former Rosebrook Road)
- Brick House, 93 Princes Highway (former Rosebrook Road)
- Timber House, 96 Princes Highway (former Rosebrook Road)
- Timber House, 99 Princes Highway (former Rosebrook Road)
- Timber House, 100 Princes Highway (former Rosebrook Road)
- Timber House, 92 Regent Street
- Bluestone Bollards, Roberts Avenue (entrance)

Non-contributory to precinct:
-House, 42 Albert Street
- House, 45 Albert Street
- House, 47 Albert Street
- House, 48 Albert Street
- House, 1/48 Albert Street
- House, 2/48 Albert Street

- House, 51 Albert Street
- Service Station, 53 Albert Street

- Road Reserve, Cox Street
- House, 4 Dyson Street

- House, 66 Princes Highway (former Rosebrook Road)
- House, 73 Princes Highway (former Rosebrook Road)
- House, 75 Princes Highway (former Rosebrook Road)
- House, 88 Princes Highway (former Rosebrook Road)
- House, 89 Princes Highway (former Rosebrook Road)
- House, 94 Princes Highway (former Rosebrook Road)
- House, 97 Princes Highway (former Rosebrook Road)
- House, 98 Princes Highway (former Rosebrook Road)
- House, 108 Princes Highway (former Rosebrook Road)
- Reedy Creek Drain, Princes Highway (former Rosebrook Road)

- Car park, 85 Regent Street
- House, 87 Regent Street

- Road Reserve, Uebergang Street

- House, 1 Winnen Place
- House, 2 Winnen Place
- Road Reserve, Winnen Place

Statement of Significance

What is significant?
The Princes Highway Precinct, Port Fairy runs north-south from Albert Road to Campbell Street with extensions west along Regent Street and Cox Street. It incorporates both Rosebrook Road and Albert Street, north and south of Regent Street respectively. As part of the original grid, Albert Street was one of the first to be developed in James Atkinson's privately developed township of Belfast. Few businesses were located in the Precinct which has always been mostly residential. The Precinct retains a sequence of development from the beginning of settlement at Belfast through to the prosperous times of the 1950s and 1960s with very little loss.

The key heritage characteristics and elements of the Princes Highway Precinct are:

- The single-storey, late Georgian stone cottages and houses dating from the 1850s and 1860s, particularly at Nos. 21, 44, 52 Albert Street, Nos. 102 and 106 Princes Highway, at No. 82-84 Cox Street and the pair at Nos. 32-34 Albert Street.

- The mid nineteenth century timber cottages such as at Nos. 19 and 21 Albert Street.

- The Late Victorian and Edwardian timber houses, such as those at Nos. 68, 72, 75, 76, 79 and 83 Princes Highway (former Rosebrook Road).

- The Edwardian timber houses, with intact gardens and trees at 72, 75, 83, 76, 77

- The Interwar bungalows such as at No. 59 Albert Street and Nos. 60, 61, 62 and 63 Princes Highway

- The post World War Two houses such as at Nos. 77, 86, 90 and 92 Princes Highway.

- Somerset House, No. 16 Albert Street.

- Rockleigh, Nos. 35-43 Albert Street and 84 Bank Street

- Kelvin Grove, No. 82 Princes Highway.

- Yates Hill Farm, 4 Albert Road.

- The *Lophostemon confertus* (Queensland Box) Avenue of Honour from Bank Street near the War Memorial to Uebergang Street.

- The five Norfolk Island Pines on the east side of the Princes Highway Road Reserve, at the intersection of McGill Court.

- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.

- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.

- The country town quality arising from the wide streets, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.

While there have been some alterations and additions to the building fabric of the Precinct, the construction of a small number of intrusive buildings and the loss of the original Avenue of Honour, particularly in the past two decades, overall, the Precinct has a very high degree of integrity and is in very good condition.

Significant places
4 Albert Road
11, 13, 15, 16, 17, 19, 21, 32-34, 35-43, 36, 38, 2/42, 44, 52 & 54 Albert Street
5 x Araucaria heterophylla (Norfolk Island Pine), Princes Highway (Road Reserve)
82-84 & 83 Cox Street
60, 61, 62, 63, 64, 65, 69, 70, 71, 72, 75, 76, 77, 79, 80, 82, 83, 84, 86, 90, 91, 92, 102 & 106 Princes Highway (former Rosebrook Road)
Concrete Road Bridge, over drain Princes Highway (former Rosebrook Road)
89 Regent Street
Stone wall, 94 Regent Street (west side)
1 Uebergang Street

Contributory places
3, 5, 9, 28, 30, 40, 46, 49, 50, 56, 58 & 59 Albert Street
Avenue of Honour (replacement), *Lophostemon confertus* (Queensland Box), Albert Street & Princes Highway
68, 93, 96, 99 & 100 Princes Highway (former Rosebrook Road)
92 Regent Street
Bluestone Bollards, Roberts Avenue (entrance)

Non-contributory places

45, 47, 48, 1-2/48, 51 & 53 Albert Street
Road Reserve, Cox Street
4 Dyson Street
66, 73, 75, 88, 89, 92, 94, 97, 98 & 108 Princes Highway (former Rosebrook Road)
Reedy Creek Drain, Princes Highway (former Rosebrook Road)
85, 87 Regent Street
Road Reserve, Uebergang Street
1, 2 Winnen Place
Road Reserve, Winnen Place

How is it significant?
The Princes Highway Precinct is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?
The Princes Highway Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes and from all periods. This is reflected in the surviving buildings, particularly the range of early stone and timber cottages along its length, many late Victorian and Edwardian houses and gardens and subsequently, Interwar and post World War Two housing. One farm house, Yates Hill Farm survives at No. 4 Albert Road. The Precinct is also of historical significance for the planting of individual trees and street trees. (Criterion A and Criterion E)

The Princes Highway Precinct is of architectural significance for its extensive collection of early cottages. They demonstrate the survival of late Georgian architecture in their modest form and scale, use of local materials and vernacular character. These can be compared with the modest houses built between the Wars and immediately after World War Two. The housing is reinforced and united by the presence of the mature street trees and the open character and non-suburban infrastructure of the street. (Criterion D and Criterion E)

The Princes Highway Precinct is of social significance for its associations with and for memorializing those who served in major conflicts especially the First and Second World Wars. This is evidenced by the Avenue of Honour of *Lophostemon confertus* (Queensland Box) which replaced the original *Cupressus macrocarpa* (Monterey Cypress). (Criterion G)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Queensland Box and 5 Norfolk Island Pines in Princes Highway Road Reserve at intersection of McGill Court
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Princes Street Precinct Port Fairy		
Address	1-5 & 2-12 PRINCES STREET, PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct,School - Private		
Citation Date	2012		
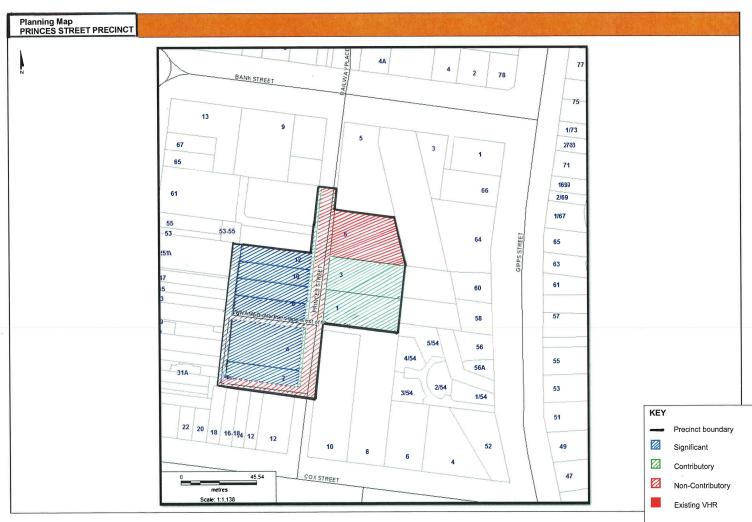
Princes Street Precinct map

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

The land in the Princes Street Precinct was originally part of Section 5 in James Atkinson's privately developed town of Belfast, bounded by Cox, Bank, Sackville and Gipps Streets. Much of the land to the west of Princes Street, all of allotments 16 and 17 and the rear of allotments 14 and 15, was granted to the Episcopalian or Church of England and part was soon used to build a school and a schoolmaster's residence. (Syme, 2009, p. 160) But the Church was granted other land, the site of St John's in Barclay and Regent Streets, so the rest was released. The new street was subdivided in 1855 with the land to be sold at auction in 1856 in various lots but some were sold prior to auction. (Powling, p. 129) A plan of subdivision of the residue of shows the buildings and two lots sold to Mr. T C Phillpin and Mr Burgess, each with a frontage of 33 feet. William Rutledge had purchased the land on the south-east side and the merchants, Cowtan and Bland had purchased the land on the north-east side. (Syme, 1991, p. 39; 2009, p. 143)

Another plan dating from 1870, H. J. Stanley's Hydrographic Survey of Belfast, entitled *Australia-South Coast, Victoria, Port Fairy,* shows Princes Street extending from Cox Street to Regent Street, dividing Sections 1 and 5. The surviving building fabric within the precinct clearly pre-dates 1870. Already in 1870 a number of buildings appear on the plan,

facing both sides of Princes Street. These include: St. John's Villa, No. 2 Princes Street; the Belfast Episcopal School, No. 4 Princes Street; and the two pairs of cottages at Nos. 6-8 Princes Street and 10-12 Princes Street. A number of smaller buildings are located near the corner of Bank Street.

The earliest building in Princes Street was the timber Church of England church. The earliest surviving building constructed in the street was the Belfast Episcopalian School, at No. 4 Princes Street, built in 1851 to supercede an earlier building located in James Street. (Syme, 1991, p. 78) Dr. Thomas Henry Braim, who arrived at Belfast late in 1846, started the school in James Street in 1847 at the invitation of James Atkinson and William Rutledge (Syme, 1991, p. 78 and French, 1969, p. 217-219). The Princes Street school is said to have had 170 pupils by 1870 and then 250 after the closure of the Catholic boys' school. (Syme, 1991, p. 38) Later it was a private school run by Mons. L. D. Brouard until 1888. (Syme, 1991, p. 39) St. John's Villa, located at No. 2 Princes Street was built on the adjacent block in 1856 as the school master's residence. (Syme, 1991, p.39) Mrs. Mary Southcombe purchased both buildings from the Church of England in 1879 when the Church 'swapped' its granted land for the current site of St. John's Church in Barclay and Regent Streets. Her husband, Thomas Southcombe, a carpenter and builder, was active in local affairs and an important member of the municipal board, as well as being a keen horticulturalist. It is possible that the rather unusual *Populus canescens* (Grey Poplar) planted on the boundary of No. 4 Princes Street and the right of way adjacent may have been planted by the Southcombes during their ownership of the land. They added a room at the front of St John's Villa and their spinster daughter lived in the former school building for many years. (Syme, 1991, p. 18)

The pair of cottages at Nos. 6-8 Princes Street were built by 1860 on land first purchased by John Burgess, tide surveyor who sold it on, according to J. W. Powling, to Stanislaus James Bayly, 'a young solicitor, who built a solicitor's office, complete with bluestone strongroom, in 1859'. (Powling, 129) In the 1860/1 rate book they are described as 'four rooms, stone & wood, wash house, shed & 1/8 acre, £28'. Until recently there was a service wing at the rear of No. 8 which demonstrated very early construction including hand-sawn structural timbers, split weatherboards, shingles and lathes with traditional lime plaster. But according to Syme, Burgess rented his cottage to Bayly (Syme, 1991, p.41). There is no doubt that Bayly was the first town clerk. (Powling, p. 141-2) Bayly took William Powling into the firm and Powling qualified to practice in 1869. (University of Melbourne Archives) Bayly's executor sold the building in 1876 for £300 to William Powling, J. W. Powling's grandfather. Three generations of the Powling family continued the legal practice until 1981 when the business was acquired by J. S. Tait & Co, of Warrnambool. (Syme, p. 41)

Local architect, John Mason designed the pair of cottages at Nos. 10-12 Princes Street and supervised their construction in 1861. The 1887 Railway Survey shows no substantial structures north of the cottages nor on the east side of the street. The land further north had been used as rear yards for the businesses in Sackville Street, as it continues to be for Brookes Hardware. The brick houses at Nos. 1, 3 and 5 Princes Street were built in the 1950s, 1960s and 1980s. William Young, the manager of the Bank of Victoria, had purchased the land in 1858 and the only improvement appears to have been a hut and a carriage house by early 1861. (Syme, 1991, p. 43)

The southern cottage, No. 10-12 was possibly the location of the *Banner of Belfast* from 1867 to 1868 "There were a number of interesting short term tenants - William Street, who conducted a dancing academy, W.H. Perry, the first continuing band-master of the Volunteers band, J.P. Arnold, a saddler, and James Gorrie, a tailor, who advertised that it was his temporary address in 1879, but who was still there in 1889". (Syme, p. 43)

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Description

Physical Description

Princes Street runs north-south between Bank Street and Cox Street, parallel to Sackville Street. The Precinct takes just the western side of the central section of Princes Street, excluding the corners of Princes and Cox Streets and Princes and Bank Streets. There are no substantial street tree plantings in the narrow grass verges of Princes Street, but substantial Poplus canescens (Grey Poplar) trees dominate the unsealed lane between Sackville and Princes Streets. The road pavement of Princes Street is relatively narrow, and is bitumen with deep bluestone gutters of roughly squared blocks on the west side and concrete curb and channel on the east side. There are bitumen pavements on the west side of the street, and other than in front of the Council Offices, no pavement on the east side of the street. An unmade gravel lane leading to Coffin Alley is located between Nos. 4 and 6. The unmade quality of the laneway, the overhanging Poplar trees from nearby gardens and those which have suckered into the public land contribute a great deal of charm to both the Princes Street and the Commercial Precinct. They provide a sense of place and an understanding of the former use and character of these areas. The gravel lane, the gravel surface of Coffin Alley itself and the trees are significant in their own right. The fences within the precinct are either generally low, or non-existent.

The street is dominated by the Moyne Shire Council Offices (formerly the Bank of Victoria), the vacant land of the Moyne Shire Carpark (site of the former Belfast Shire Hall) which both fall into the Cox Street Precinct. The most prominent building in the Precinct is the former Church of England school at 4 Princes Street, an intact two storey Colonial Georgian stone building, dating from 1851, which is built up to the street boundary. The majority of other buildings within the Precinct are small in scale and single storey with similar limited setbacks. Adjacent to the former school, and set well back from Princes Street at No. 2 is the former School Master's Residence. The early weatherboard section of this building dates from 1850, and the projecting gable at the front dates from the latter nineteenth century.

The west side of Princes Street has two early pairs of stone cottages. The first pair, at Nos. 6-8 Princes Street are generally intact, with a single corrugated iron hipped roof and central chimney, with each cottage having a pair of twelve pane double hung sash windows either side of a simple wooden door with a fan light above. It appears that an early timber kitchen wing survived at the rear of No. 8 but was recently removed. A new front door and light have also been added to No. 8. A kitchen chimney is evident at the rear of the pair.

The pair at Nos. 10-12 Princes Street is largely intact and is similar in form to that at No. 6-8. The main differences are in the un-rendered finish, the addition of small timber porches at both front doors and the changes made to the roof form. The original roof has been altered from a simple gable to a half hip. These changes appear to have been made in the early twentieth century, and are significant in their own right. The original twelve pane double hung sash windows remain in the northern cottage (No. 12) but have been replaced at No. 10 with two pane sash windows. The bluestone service wing at the rear of No. 10 remains, although it appears to have been replaced at the adjoining cottage. The Poplars and Elms in the rear gardens of the cottages and in the laneway are of significance in their own right for their size, their age and for

the aesthetic characteristics which they provide to the Precinct.

Significant to precinct:
- St John's Villa, Stone & Timber House, 2 Princes Street
- Former Church of England School and Garden, 4 Princes Street
- Pair of Stone Cottages & *Poplus canescens (*Grey Poplar), 6 - 8 Princes Street
- Pair of Stone Cottages, 10-12 Princes Street
- Poplus canescens (Grey Poplar), Laneway between Princes Street & Sackville Street
- Ulmus x hollandica (Dutch Elm), Laneway between Princes Street & Sackville Street
- Laneway between 4 and 6 Princes Street and the rear of 2-12 Princes Street (colloquially known as 'Coffin Alley')

Contributory to precinct:

- Brick House, 1 Princes Street
- Brick House, 3 Princes Street
- Bluestone Gutters, Princes Street (west side)

Non-contributory to precinct:
- House, 5 Princes Street
- Road Reserve, Princes Street

Statement of Significance

What is significant?
Princes Street runs north-south between Regent Street and Cox Street and parallel to Sackville and Gipps streets. It is a later subdivision of the original town grid, dating from 1855. James Atkinson granted part of the land to the Episcopalian (Anglican) Church and William Rutledge, a trustee of the Church and the leading merchant in Belfast, purchased part. Atkinson and Rutledge had encouraged the Minister, Dr Thomas Braim to open a school in the mid-1840s and the Belfast Episcopalian School, built in 1851 at No. 4 Princes Street grew to hold 170 boys in 1873 and then 250 boys when the Catholic boys' school closed. It is the oldest structure in the precinct. St. John's Villa at No. 2 Princes Street was built on the adjacent block in 1856 as the school master's residence. Miss Mary Southcombe purchased them in 1879. Her father Thomas, a keen horticulturist, may have been responsible for planting the unusual *Populus canescens* (Grey Poplar) near the buildings. The other buildings are two pairs of stone cottages. One pair was a solicitor's office from 1859, a use which continued until the twenty-first century including the practice of J.W. Powling, long-time solicitor and an important historian of Port Fairy. Post World War Two house were built on the east side of Princes Street.

The key heritage characteristics and elements of the Princes Street Precinct are:

- St John's Villa, No. 2 Princes Street;
- The former Belfast Episcopalian School, at No. 4 Princes Street
- The pair of stone cottages at Nos. 6-8 Princes Street;
- The pair of stone cottages at Nos. 10-12 Princes Street;
- The consistent single-storey height (other than No. 4 Princes Street) and modest scale of the built form;
- The consistent low fence height in most sections of the precinct;
- The *Populus canescens* (Grey Poplars) and the *Ulmus x hollandica* (Dutch Elms) at the rear of the properties along the west side of Princes Street;
- Road alignments and allotment patterns resulting from nineteenth and early twentieth century subdivisions; and,
- The bluestone gutters along the west side of Princes Street.

The street still remains informal with no street trees, little infrastructure and only power poles and lines to dominate the modest scale, form and materials of the cottage pairs and the former School House. The street and the built fabric remain relatively intact, including the absence of intrusive public development, and in relatively good condition.

Significant places
2, 4, 6-8, 10-12 Princes Street
Poplus canescens (Grey Poplar), Laneway between Princes Street & Sackville Street
Ulmus x hollandica (Dutch Elm), Laneway between Princes Street & Sackville Street
Laneway at rear of 2-12 Princes Street

Contributory places
1 & 3 Princes Street
Bluestone Gutters, Princes Street (west side)

Non-contributory places
5 Princes Street
Road Reserve, Princes Street
Un-named Laneway, Princes Street (Southern lane, west off)

How is it significant?
The Princes Street Precinct, Port Fairy is of historical and architectural significance to the Shire of Moyne.

Why is it significant?
The Princes Street Precinct is of historical significance for its relatively early subdivision as a minor street within the central grid of Port Fairy, demonstrating the closer settlement of the town. It is of particular historical significance for its associations with individuals who directly contributed to the development of the precinct. Firstly, in the nineteenth century Rev. Thomas Braim who was the first Anglican Minister in the town opened a school subsequently occupied by the Southcombe family. Secondly, in the twentieth century, J. W. Powling, an important historian of Port Fairy had his solicitor's office in one of the cottage pairs. (Criterion A and Criterion H)

The Princes Street Precinct is of architectural significance for the picturesque style of St John's Villa, for the former Episcopalian School, a relatively rare and intact example of two-storey late Georgian building with its unusual siting and setting, and for the humble cottage pairs with their modest form and scale, use of local materials and vernacular character. (Criterion D and Criterion E)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Grey Poplar and Dutch Elm trees located in un-named laneway between Princes Street and Sackville Street
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Regent Street Precinct Port Fairy	
Address	REGENT STREET, PORT FAIRY	**Significance Level** Local
Place Type	Residential Precinct	
Citation Date	2012	

49 Regent Street

Recommended Heritage Protection **VHR** No **HI** No **PS** Yes

History and Historical Context

Regent Street was established in the original survey, undertaken by Atkinson as part of his Special Survey claim in 1843. Regent Street was the northern boundary of the town, beyond which were farmlands served by the Rosebrook Road (now the Princes Highway). An 1850 map 'Town of Belfast' shows that the south side of the street was surveyed for residential purposes, with land reserved for the Benevolent Society on allotments 6 and 7 of Section 20 (beyond the Precinct, where the Hospital now stands) and a large portion of land in the centre of Section 2 set aside as a Church of England Reserve. The north side of the street was part of James Jellie's farm, with one five acre parcel of land set aside on the north east corner of James and Regent Streets titled 'To Trustees of R. H. Woodward'. The land on the south side of the street was subdivided into standard allotments, measuring 200 x 200 ft. The first landowners on this side of the street were J. Finn (brewer and inn-keeper), T. H Osborne (newspaper editor), John Mason (architect-builder) and possibly William A. Lees (butcher) while others are noted as Atkinson's tenants (*Map of Belfast*, 1853). The first Borough of Port Fairy rate book (1854) lists twelve dwellings in Regent Street.

Robert Henry Woodward was the nephew of James Atkinson. He arrived in the district in 1846, and settled at Rosebrook, where he was appointed Atkinson's agent shortly afterwards. It is believed that the oldest section of Wirngill was built in 1849, comprising two stone cottages to the west of the site. A group of six rooms was added to connect these cottages after the lease had been conveyed to the Trustees (Marcus MacCartney and William Forster in Trust for Robert Henry Woodward) in 1854 (Syme, 1991, p. 72-3). The five acre allotment where the residence stands was attached to a 125 acre farm, extending north towards Rosebrook. Woodward let the cottage to various tenants from 1858 when he moved to Illowa. It was eventually sold in 1878 to Thomas Southcombe who renamed the property 'Combe', and undertook further extensions and renovations. From about 1878, part or all of the building was let to a number of doctors. The large *Cupressus macrocarpa* (Monterey Cypress) in the garden was planted in 1887 (Syme, 1991, p. 73). Justice Sir Edward Woodward AO OBE, one of Australia's most eminent jurists and a descendant of the original owner, purchased the house in the late 1970s (Andrea Lowenthal, pers. comm., 8/8/12).

John Finn, who purchased the two allotments on the corner of Regent and Albert Streets operated the Belfast Inn from about 1850, taking over the premises from William Evans, who established the Inn in 1849 (Marriott, 2001 p. 21). The building was located on allotment 11 of Section 4, behind where the current service station stands. It was described as a 'single storied, double fronted building of whitewashed stone' (ibid. p.21). Finn also operated the "Original Belfast Brewery" (unknown location), and owned a premises in Bank Street and a one acre block of land in Albert Street. The premises closed as a hotel in the mid 1860s, and were used in the nineteenth century as a private hospital prior to its demolition in the 1970s (ibid.)

Thomas H. Osborne purchased three allotments in a row, being 8 and 9 of Section 4 and allotment 11 of Section 3. It is unlikely that Osborne established any structures facing Regent Street, although allotment 11 of Section 3 was leased to William Lincoln, a quarryman from 1852. Lincoln established a 3-4 roomed wooden house (facing William Street) on the allotment, which remained until 1870, when the Market Hotel was constructed on the site (Syme, 1991 p. 85). Osborne arrived in Port Fairy from Portland in 1849, and established the first newspaper in the district, the *Belfast Gazette and Portland and Warrnambool Advertiser* in 1849. On arrival in Port Fairy, he leased an acre of land from Atkinson in Sackville Street, with a 31 year lease, on the proviso that he would erect 'one good substantial dwelling-house with suitable land'. It was here that he published his newspapers from (Powling, 1980 p. 52). Osborne also purchased several allotments in Gipps Street in 1849. He went on to become an important local figure and a MLA from 1851 until his death in 1853.

There is little information and some confusion regarding the first occupant of allotment 8, Section 3. The 'Belfast 1853' map is not clear. The name appears to be 'Lee' but it is given elsewhere as "A Lees". William Lee, a local butcher who is rated from 1860 'for a two room and skillion dwelling ... and in 1878 for premises in Regent St., which may have been the same lot'. (Syme, 2009, p. 132) The land, then vacant, adjacent to the Wesleyan Church was purchased in 1885 and used as a tennis court for the Church, prior to the current house being moved in from Camperdown and a garden established.

John Mason, who purchased the allotment on the south east corner of Gipps and Regent Street (allotment 1 of Section 1), was an extremely influential figure in Port Fairy from his arrival in 1844 until his death in 1891. He was a builder and an architect, possibly self-taught, who designed many substantial buildings in Port Fairy and beyond. However, the land which he purchased is located in the Gipps Street Precinct and relates directly to the River and Wharf areas.

Notes on the 1853 Belfast Map show handwritten amendments for new occupants of land in Regent Street. These new names include Pettigrew, Witton, Cole, Stafford and several other unreadable entries. The land allocated to Pettigrew (being allotment 9 of Section 1) was built on prior to 1887, when the footprint of a cottage or small house is evident in a survey map prepared by the Victorian Railways. The stone cottage is also evident in an aerial sketch of the town, dated 1892, and appears to be No. 5 Regent Street, which has been much altered over time. The land taken up by William Witton (part allotment 10, Section 3) is 'Swyn-y-Mor', at No. 49 Regent Street. Witton purchased the 30 year lease of this land in 1856, and proceeded to build a four room dwelling, adding a wooden kitchen with shingle roof to the rear the

following year (Syme, 1991 p. 75). William Witton was the first Wesleyan travelling lay preacher in the Western District, and was widely known in the area. He had arrived at Portland in 1843 to oversee the construction of the new courthouse there (Blamires and Smith, 1886, p. 255). Leaving Portland because of differences in preaching style, Witton first preached at Belfast from 1844 (B&S, p. 256; Powling, 1980, p. 113). In 1857, he relocated to Rosebrook, and the Reverend James Parker, a Wesleyan Minister occupied the building, and later Dr. William Boyd. Witton sold the property in 1859 (Syme, 1991, p. 75). The land allocated to Cole (being part allotment 9 of Section 3) does not appear to have been built on until much later, and there is very little information available about this person.

The railway intersected Regent Street in 1889, effectively closing the eastern end of the street (more closely linked with industry and the port) from the western (residential) end. There was no crossing available to vehicular or pedestrian traffic. Even in the 1950s, Regent Street looked empty and forlorn at this point in the colour slides taken by Lillian Powling.

An artist's representation titled 'Aerial view of Port Fairy' (1892) shows a scattering of dwellings along Regent Street, mainly on the south side of the street and mainly clustered around Albert Street and Gipps Street. Clearly identifiable are Nivani, a timber cottage constructed in the 1880s, located on the north east corner of James and Regent Streets, Swyn-y-Mor at No. 49 Regent Street, the timber cottage at No. 51 Regent Street, the Woodward residence at No. 24 Regent Street and the former Belfast Inn, on the corner of Albert and Regent Streets. The low number of buildings in this area may relate to its proximity to the centre of the town. Although only a short distance by today's standards, Regent Street was the outer boundary to the north, before the farmland began. It was also a street which ran east-west, and would have had little traffic along it, competing with the commercially developed Bank and Cox Streets which fed through to the Wharf and other Industrial complexes on the river.

In 1896, the Baron von Mueller Testimonial Committee in Port Fairy purchased 13 *Araucaria heterophylla* (Norfolk Island Pine) and guards (Syme, 2006 p. 11). These trees were planted in Regent Street between William Street and Rosebrook Road and William Fry, a local gardener and nurseryman offered to supervise their maintenance for twelve months (ibid.). Eleven of the thirteen trees survive in this location.

By 1935, an aerial photograph of the town shows the eastern end of Regent Street, with the railway intersecting the thoroughfare. Most of the residences in Regent Street are clustered around the intersections, facing the north-south running streets. Aerial photographs of Regent Street from 1947 and 1955 show little development occurred in the eastern part of the street, but a number of houses were built between William and Albert Streets, including the subdivision of land and subsequent development on the north side of Regent Street between 1935-1955. This is supported by the built fabric which remains within the precinct today. About 1936, *Araucaria heterophylla* (Norfolk Island Pine) street trees were planted on both sides of the street between Grant Street and Albert Street. Between 1955 and 1970, the western end of Regent Street was sealed with bitumen.

Little development occurred between 1960 and the mid 1980s, when Port Fairy began to dramatically increase as a tourism and retirement destination. Mrs Beth Sydow, the owner of Swyn-y-Mor at No. 49 Regent Street was the first person to offer bed and breakfast accommodation in the early 1980s. The north side of Regent Street (outside the Precinct) was developed as a holiday home with the construction of the so-called Whalers Cottages.

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Victorian Railways, Koroit and Belfast line [cartographic material] : plan of land belonging to '[name]' occupied by '[name]' situated in the parish of '[name]' in the county of Villiers.

Description

Physical Description

The Regent Street Precinct runs east-west from Princes Highway through to Gipps Street. (This Precinct should be read in association with the contiguous precincts). At 99 feet (30.46m) the street is a substantial width, with a relatively narrow road pavement and large grass verges on either side, reflecting its importance as an early route from Hamilton and beyond to the Port at Belfast. On the east side of Regent Street, near where the precinct intersects the Railway Precinct, these verges fall away steeply, a result of the excavations required to build up the pavement and the railway embankment over an area of low lying winter water from the Moyne River.

The eastern end of the Regent Street Precinct is dominated by St John's Anglican Church (VHR H524) . However, the complex which includes the 1850s church with its 1950s tower, the original Sunday school and the post World War Two vicarage is on the Victorian Heritage Register and outside the precinct.

The Regent Street Precinct is dominated by a fine avenue planting of mature *Araucaria heterophylla* (Norfolk Island Pine) part of the larger VHR listing H2239. The western end of the Precinct between the Princes Highway and Grant Street has highly significant mature trees on both sides of the road. Some trees are missing from the avenue but it retains a high degree of integrity and, despite poor management, is in good condition. Beyond Grant Street, newer plantings of Norfolk Island Pines continue down both sides of Regent Street, which will in time create a full avenue planting. These trees are also considered to be significant, despite their relative immaturity. Concrete footpaths run along sides of the street between William Street and the Princes Highway and new footpaths have been constructed on the southern side of Regent Street between James and Gipps Street. There is no concrete curb and channel in most of the Precinct and the majority of crossovers are unsealed.

The housing stock within the Precinct is predominately single storey. There are, however, several non-significant dwellings in the precinct which have a second storey, including No. 7 Regent Street which recently had a second storey extension added to the rear of a single storey cottage. The two storey dwellings detract from the simple residential character of the Precinct and compete somewhat with the street tree plantings and the intended visual dominance of nearby St. John's Church.

The building stock within the precinct is mixed, with a smattering of Victorian houses and gardens, ranging from small timber and stone cottages, such as Nivani at No. 27 Regent Street and Swyn-y-Mor, at No. 49 Regent Street through to the substantial stone residence and gardens of Dr Woodward's residence at No. 24 Regent Street. Another period well represented in this Precinct is the post World War Two period, including the cluster of houses constructed between William Street and the Princes Highway. No. 71 Regent Street has an unusual and original fence constructed of rubble and form work, with an excellent and rare local example of a mature *Taxus baccata* (Yew Tree). There is also a sprinkling of timber houses from the Interwar period amongst the others. Most of the front fences are appropriate to the style and period of the associated houses.

The Precinct includes several examples of good infill buildings. The house at No. 39 Regent Street was relocated in the late 1990s from Camperdown and is one of the most successful examples of this long standing practice in Port Fairy. The two new houses at Nos. 7 and 51 Regent Street are good examples of infill architecture. The new development on the north side of Regent Street (beyond the Precinct boundaries) detracts from the overall integrity but otherwise the Precinct has a high degree of integrity and generally is in good condition.

Significant to precinct:
- Edwardian House, 3 Regent Street
- Stone Cottage, 5 Regent Street
- Wirngill, Woodward Residence, 24 Regent Street
- Nivani, Timber Cottage, 27 Regent Street
- Federation Timber House (relocated),Washingtonia filifera (Washington Palm), 39 Regent Street
- Swyn-y-Mor, Stone Cottage, 49 Regent Street
-House, fence 71 Regent Street
- Brick House, 72 Regent Street
- Brick House, 74 Regent Street
- Timber Bungalow, 82 Regent Street

Contributory to precinct:
- Timber House, 47 Regent Street
- Timber House, 73 Regent Street
- Timber House, 76 Regent Street
- Timber House, 77 Regent Street
- Timber House, 78 Regent Street
- Timber House, 81 Regent Street
- Timber cottage (reconstructed) and modern residence 51 Regent Street

Non-contributory to precinct:
- House, 13 Earle Street
- Road Reserve, Earle Street
- House 68 Regent Street
- House, 15 Grant Street
- Road Reserve, Grant Street
- Road Reserve, James Street

- House, 1/7 Regent Street
- Vacant land, 2/7 Regent Street
- House, 41 Regent Street
- House, 43 Regent Street

- House, 45 Regent Street
- House, 55 Regent Street
- Vacant land, 57 Regent Street
- House, 70 Regent Street
- House, 75 Regent Street
- House, 79 Regent Street
- House, 80 Regent Street
- House, 85 Regent Street

Statement of Significance

What is significant?
The Regent Street Precinct forms the northern boundary of the original street grid of Port Fairy. The Precinct is largely set around Regent Street, between the Princes Highway to the west and Gipps Street to the east.

The key heritage characteristics and elements of the Campbell Street Precinct are:

- Wirngill, Woodward Residence, No. 24 Regent Street.
- Nivani, No. 27 Regent Street.
- Federation Timber House, *Washingtonia filifera* (Washington Palm), garden and hedge, No. 39 Regent Street.
- Swyn-y-Mor, No. 49 Regent Street.
-- The country town quality arising from the wide streets, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.
- The sense of open space in each section and especially the very important views to the north across the Moyne River flood plain.

While there have been some alterations and additions to the building fabric of the Precinct and the construction of some intrusive buildings, the Precinct has a very high degree of integrity and is in very good condition.

Significant places
3, 5, 24, 27, 39, 49, 71, 72, 74, 82 Regent Street

Contributory places
47, 51, 73, 76, 77, 78 & 81 Regent Street

Non-contributory places
13 Earle Street
Road Reserve, Earle Street
15 Grant Street
Road Reserve, Grant Street
Road Reserve, James Street
1/7, 2/7, 41, 43, 45, 55, 57, 68,70, 75, 79, 80 & 85 Regent Street

How is it significant?
The Regent Street Precinct is of historical and architectural significance to the Shire of Moyne.

Why is it significant?
The Regent Street Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes

and from all periods. This is reflected in the surviving buildings such as Swyn-y-Mor (the home of William Witton, the first Wesleyan Minister) at No. 49 Regent Street; and Wirngill, the residence built by Robert Henry Woodward at No. 24 Regent Street subsequently the home of Thomas Southcombe and, in the later part of the twentieth century, the home of the Woodward family again. In the mid-1980s, Swyn-y-Mor was the first cottage in Port Fairy used for bed and breakfast.

The Regent Street Precinct is of architectural significance for its early cottages. They demonstrate vernacular architecture in their modest form and scale and their use of local materials. They are Nos. 5, 27, 49 and 51 Regent Street. These can be compared with the houses built immediately before and after World War Two, such as those at Nos. 71, 72, 74 and 82 Regent Street. The housing is reinforced and united by the presence of the mature street trees and the open character and non-suburban infrastructure of the street. The sequential development of the former Woodward Residence at 24 Regent Street, with its garden setting, is also of architectural significance. (Criterion D and Criterion E)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Palm, 39 Regent Street
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Ritchie Courrt Precinct Port fairy		
Address	1-8 RITCHIE COURT, PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct		
Citation Date	2012		
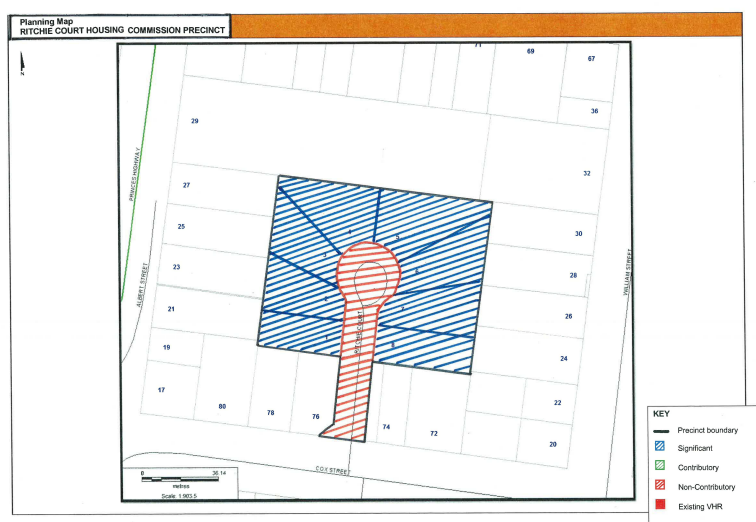
Ritchie Court Precinct map 2013

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

The land which comprises Ritchie Court is composed of the rear halves of allotments 2, 3, 4, 5, 14, 15, 16, and 17 of Section 8 of the original subdivision of Belfast. As early as 1850 a plan of the 'Town of Belfast' indicated a narrow street between allotments 19 and 20 forming the beginning of Ritchie Court. No buildings are shown on the land in the 1870 survey of Belfast by Lt. H. J. Stanley in 1870. By 1885, the time of the 'Great Sale', the street ended at the northern boundary of the Precinct, the land on the eastern side was already sold and the land on the west was subdivided into four allotments 12, 13, 14 and 15. These blocks were occupied by John Maloney. The land was vacant until the current dwellings and landscaping were constructed by the Housing Commission of Victoria in 1951. (Pers. Comm. with resident from Ritchie Court) It was the first HCV development in Port Fairy. The court was probably named after John Ritchie JP (1810-1887), the 'second settler at Port Fairy', the patriarch of an important squatting family and the owner of 'Uranga Aranga' (or 'Aringa'); a very early homestead west of Port Fairy. (Billis R.V and Kenyon A.S , 1974, p. 130) From 1952 the HCV developed the land to the south of the Princes Highway progressively over the next two decades.

Two broad influences and the extreme economic conditions of the 1930s gave birth to the Housing Commission of

Victoria. The charitable provision of low cost housing has a long tradition in British culture stemming back to the alms houses of mediaeval times and to the barracks for pensioned soldiers in the early nineteenth century. The Garden City Movement emerged in the very late nineteenth century under Ebenezer Howard in Britain and was soon taken up in the United States and Germany. It was egalitarian and utopian, with wise planning and good design intended to create healthy vibrant communities. In a sense both influences had been anticipated by such farsighted development as the Old Colonists Homes in North Fitzroy, a private charitable institution. There had been very limited possibilities in Victoria for local government to provide low cost housing in the 1920s which were rarely taken up. However, it was the rapid decline in housing conditions because of the Great Depression, even to the point that 'tent cities' emerged, that inevitably caused public concern and led to state government action.

The Housing Commission of Victoria was established by the Victorian Government in 1938 with the principal aim of alleviating the problems of poor housing by ordering evictions and repairs to sub-standard houses, and providing new public housing. It was established under the *Housing Act* 1937 and the *Slum Reclamation and Housing Act* 1938 which in turn emerged from work done by Frederick Oswald Barnett, Walter Oswald Burt and others from 1934 to raise the State government's awareness of the wretched housing conditions of many people during the Depression. W.O. Burt, a solicitor and company director, was born in Warrnambool in 1893. Like Barnett, he was a Methodist and had a strong social conscience. It is said that he wrote much of the *Report of the Housing Investigation and Slum Abolition Board*, 1938, the *Slum Reclamation and Housing Act* 1938 and that he drafted the Housing (Standard of Habitation) Regulations 1938. (*ADB*, W.O. Burt (Ossie)(1893-1969), on-line) They also wrote several polemical books together. Burt was also an early building conservationist, being a founder of the National Trust of Australia (Vic) in 1956 and of the Australian Council of National Trusts in 1965, drafting their constitutions.

In areas where housing was considered to be poor quality, a number of Housing Commission estates were planned. These would be owned by the Commission, to which tenants would pay a minimum rent. The Commission generally attempted to acquire land via Crown grant or through gifts from the local municipality. Housing Commission estates were initially developed in Melbourne but by 1940 the problem of sub-standard housing in country areas had come under the notice of the Housing Commission. The first estate developed outside Melbourne was at Newtown, Geelong to a design by Buchan, Laird and Buchan, who were appointed that year as the Country Architects for the Housing Commission. That year, the Commission reported that £18,000 pounds had been committed to an estate at Warrnambool. Buchan, Laird and Buchan designed a number of red brick duplexes which were built in 1943 in Wattle and Ocean Grove.

The Second World War (1939-1945) created an acute shortage of materials and labour for building. In addition, disastrous bush fires in 1943 left at least 1,000 homes destroyed across Victoria. After the Second World War there were more pressing problems with housing required as quickly as possible for those returning to civilian life which often meant marriage and children, to catch up the lag of construction over the war years, and to provide homes for the flood of migrants displaced by conflict in Europe. The initial ban on private buildings, rising costs of materials and Government limitation on the size of new houses put enormous pressure on housing, leading to many innovative design solutions and materials.

The Commonwealth and State governments set up a financial agreement to provide 26,000 rental houses over a 10 year period and provide loan money at 3% less than the prevailing rate. Emphasis was first on State Housing schemes to provide for rental accommodation. Later there was a swing towards the sale of low cost housing. The peak building period was 1951-7. There were a number of different schemes to provide prefabricated homes. For example over 1,200 prefabricated homes and units were imported from Holland and France. Other schemes included the importation of about 5000 pre-cut timber houses erected in Australia between 1947 and 1954 to accommodate English migrants, under the scheme known as "Operation Snail". A range of innovative building and associated materials, industrialized systems, patent fittings for both interiors and exteriors expanded rapidly. A special system of screwed spindles was used in double hung sash timber windows. Then timber framed windows were superseded by aluminium windows. This was also a time of major social changes in the nation in a period that is also called 'the housing boom' which had a major impact on the construction industry and architectural development in Australia in the later twentieth century.

There had been something of a tent 'village' in the grounds of Tynemouth Villa in Wishart Street during the thirties and forties. The existing housing stock in Port Fairy, especially the very old, very small stone and timber cottages would have fallen into disrepair because of the Depression and the War. It is possible that W.O. Burt could have been personally aware that housing conditions at Port Fairy had deteriorated. Many homes were condemned and some people were displaced but some cottages survived to be part of the 'heritage revival' of Port Fairy in the late 1960s. The first Housing Commission houses in Port Fairy appeared in the early 1950s and Ritchie Court was first starting in 1951 (Nightingale, pers. comm., August, 2006) The builder was Jack McLaren, of William Street, Port Fairy. One of the present residents, Mr. Doug Chapman worked on the buildings. The houses were built not as migrant or returned servicemen's accommodation but as low cost housing for locals. As soon as the Ritchie Court estate was finished the HCV began developing the new and much larger estate south of the Princes Highway on land which had been reserved for an extension of the cemetery. Two houses in Ritchie Crescent are still occupied by members of the original families.

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'Town of Belfast, Great Sale of Hotels, Stores, Shops, Dwelling houses, Business and Charming Residence Sites .',

Description

Physical Description

Ritchie Court is a small symmetrical court located to the north side of Cox Street, between William and Albert streets, Port Fairy. The court comprises eight allotments set around a central grassed traffic island and turning circle. The court appears to be the first of several post-Second World War court developments in Port Fairy and dates from about 1951.

Each of the large radial allotments in the court has a timber framed house set a standard distance from the frontage, and a garage set further back behind the house. This maximises the backyard. Each of the houses is constructed of rounded-edge weatherboard, with timber window frames, brick chimneys, and corrugated iron roofs (although No. 4 has had the iron replaced with tiles). While all the building materials are identical, the design, size, roof form, orientation of the front porch and detailing of each house differs slightly. Together the eight houses form a cohesive, quality urban design and housing development. Following the American fashion, none of the houses would probably have had a front fence as part of the original development, reinforcing the community values associated with the court development. Nos. 4 and 6 have erected timber fences in the past decade. No. 4 has been extended recently at the rear.

A landmark power pole is located in the central grassed traffic island. This is contemporary with the development and like a maypole the electrical distribution lines fan out to each house in the court (Ibid.).

The Precinct has the distinctive borrowed landscape of the *Araucaria heterophylla* (Norfolk Island Pine) street trees in Albert and William Streets, as well as the borrowed landscape of the grounds of former Presbyterian Church and Manse (HO31) at the rear of Nos. 4 and 5. This borrowed landscape ties Ritchie Court visually to the other historic elements and precincts within Port Fairy.

Significant to precinct:
- House, 1 Ritchie Court
- House, 2 Ritchie Court
- House, 3 Ritchie Court
- House, 4 Ritchie Court
- House, 5 Ritchie Court
- House, 6 Ritchie Court
- House, 7 Ritchie Court
- House, 8 Ritchie Court

Non-contributory to precinct:
- Road Reserve, Ritchie Court

Statement of Significance

What is significant?
The Ritchie Court Precinct, leading off Cox Street, is a small court of eight standard separate timber residences with a uniform setback from the street on reasonably large wedge-shaped allotments around a central grassed traffic island and power distribution pole. The Court development was constructed from 1951 and was novel for its lack of front fences and provision of substantial driveways. The size, design, style, materials and general layout of the cul-de-sac indicates that the estate is an early but typical post World War Two Housing Commission of Victoria development. The design, the minimum front entrances, ceiling heights, functionalism, and sizes of the houses indicate they were built during the time of government restrictions and the rationing of building materials.

The key heritage characteristics and elements of the Princes Street Precinct are:

- All of the eight original HCV houses and any of their surviving outbuildings The consistent single-storey height and modest scale of the built form The absence of front fences in the precinct The road alignments and allotment patterns resulting from the mid twentieth century subdivision, and the concrete curbs and channels of Ritchie Court.

Overall, Ritchie Court retains a good degree of integrity to the period of its development and is generally in very good condition. Most of the houses retain their original form and materials, some with their original garages and outbuildings. Alterations and extensions to the original houses are located at the rear and have been limited to a single storey. No. 4 Ritchie Street has replaced the corrugated iron roof with tiles and erected a timber fence.

Significant places
1, 2, 3, 4, 5, 6, 7 & 8 Ritchie Court

How is it significant?

Ritchie Court, Port Fairy is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?

Ritchie Court is of historical significance as the first of three early housing commission developments in Port Fairy in the 1950s. Many small house and cottages were condemned by the HCV and local Building Surveyor in Port Fairy. There was no existing development in the former, more conventional subdivision of Ritchie Street. The HCV houses may have originally been built for the rental market, for purchase by 'displaced' property owners or associated with the lending program provided under the *War Services Homes Act*. None of the original families still lives in their home. (Criterion A, Criterion C and Criterion D)

Of architectural significance is the use of identical materials, with interesting variations of style, form, entrance porches and arrangement between each of the houses. Of further architectural significance is the general layout of each of the houses, and the Court collectively, which responds with flair and practicality to contemporary problems and new needs. The Court overall is a very good representative example of a rural Housing Commission estate, erected during the 1951-2 period, when predominantly timber framed weatherboard homes were built. (Criterion E)

Socially, it illustrates the need for low cost housing at a State and Local level, particularly after the Second World War, and specifically the response in Port Fairy to this need. (Criterion G)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Sackville Street Precinct Port Fairy		
Address	SACKVILLE STREET, PORT FAIRY	**Significance Level**	State
Place Type	Residential Precinct		
Citation Date	2012		
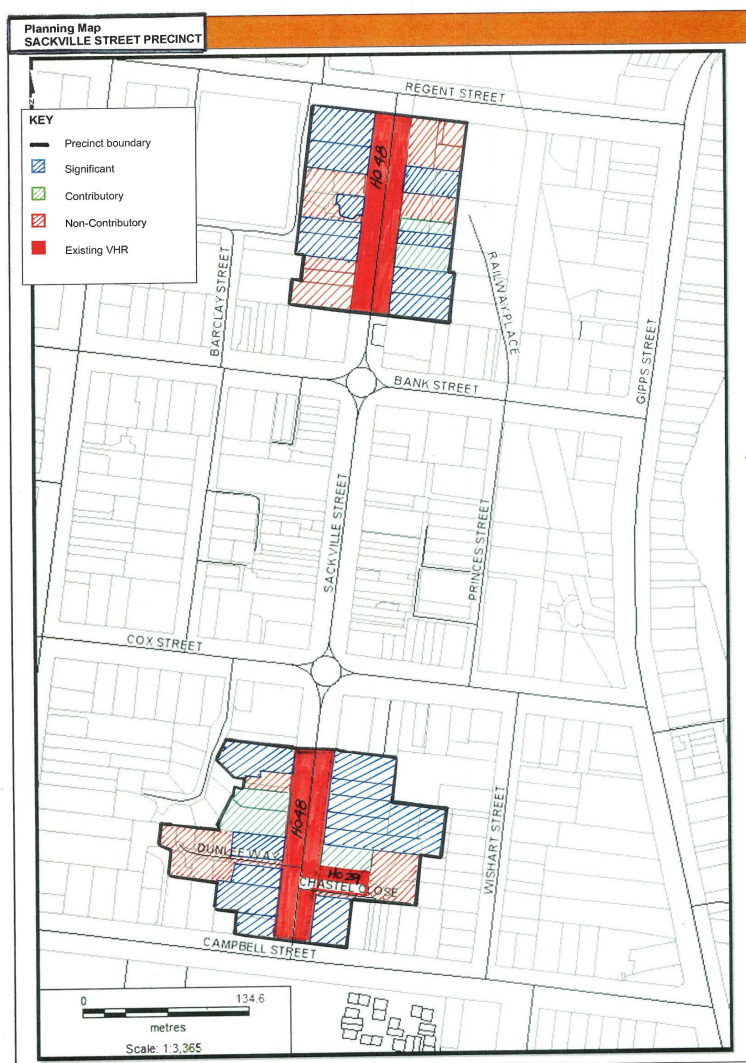
Sackville Street Precinct map 2013

Recommended　　**VHR** No **HI** No **PS** Yes
Heritage Protection

HERITAGE CITATION REPORT

History and Historical Context

Sackville Street, Port Fairy was created in the original survey of Belfast undertaken for James Atkinson as part of his Special Survey claim in 1843. It was possibly named after Sackville Street in Belfast, where he was born, or the much larger and more famous Sackville Street in Dublin, now O'Connell Street. When the latter was created, Lionel Cranfield Sackville, Duke of Dorset was Lord Lieutenant of Ireland. By 1790, the Wide Streets Commission had completed one of the finest streets in Europe combining both commercial and residential sections.

The rate book of 1854, in the whole of Sackville Street, includes: 15 shops, 2 hotels (the Sally Ann and the Farmers Inn), 41 dwellings, the Post Office and the office of the *Belfast Gazette*. The ratepayer roll for 1856/57 shows seventy-two tenements rated. (Powling, p.142) By the late 1850s the newspaper office was actually the home of the second editor, Arthur Youngman at No. 4 Sackville Street. Syme writes that in 1860 Youngman was rated for a five roomed stone and wood house, wash house and printing office and that the *Belfast Gazette* was printed there until 1864. (Syme, 2009, p. 209) Mrs. Youngman and her daughters conducted a private school from December 1859. Activities also registered to this site were: a dressmaker and piano lessons. Mr. Youngman died in 1866 and Mrs. Youngman was still rated for the property in 1878. The house at No. 4 contains a segment of the original dwelling and the front wall. Other sections are relocated old buildings.

The northern and southern sections of Sackville Street, Port Fairy have always been more residential than commercial. The northern section, most importantly, includes the former Oddfellows Hall. The Oddfellows friendly society had established a branch in Port Fairy in 1848 naming it the Loyal Prince Albert Lodge of Oddfellows, Manchester Unity No. 4287, only the second in Victoria. Powling states that Atkinson granted the society land after receiving a nominal payment. (Powling, p. 50) The trustees built their hall at No. 95 Sackville Street in 1861, with Atkinson paying for a quarter of the cost. (Syme, 2009, p. 110) It was almost certainly designed by local architect, John Mason who was the first Prov. Grand Master of the Lodge. (Earle, 1973, p. 57) He laid the foundation stone in April 1861 and lengthened the building by 35ft in 1872. (Syme, 2006, p. 63) When the hall was rebuilt in 1888, Charles Neylon was the architect and Robert Ireland the contractor. (Syme, 2006, p. 63, 2009, p. 110) Neylon, who was from Camperdown, had just been appointed Shire and Borough Engineer. (*Camperdown Chronicle*, 16 November 1887, p. 2)

The Lodge represented all of western Victoria past Camperdown from the sea to the Murray River. Subsequently Bro. William Earle was Grand Master for Victoria. The hall was burnt out in 1875. The Lodge relocated to a hall at the south-east corner of Cox and Sackville Streets which was also used by the Salvation Army. It was demolished in 1911 to build what is now the National Bank. (Syme, 2009, p. 203) The burnt out shell was used by Cobb & Co as stables until 1888 when the trustees refurbished the ruin, as it was described by the Victorian Railways survey. The lodge continued to occupy it for another ninety years when it was converted into a dwelling. It was claimed by the *Belfast Banner* to be the first Oddfellows M.U. Hall built in Victoria. (Syme, 2009, p. 110)

There are several surviving early stone cottages in this section of the Precinct. Those at Nos. 89 and 91 were built by 1856, both of four rooms, on land leased by Atkinson. One was used as an iron foundry for a short time after 1858 by William Thomas and William Floyd. After various occupants, the Webb family occupied the cottages, according to the catalogue of the 1885 land sale. (Syme, 2009, p. 111) The Webb family made cordials in a factory at the rear off Princes Street. The factory was soon demolished to make way for the railway and the works relocated to No. 29 William Street. William Floyd also had an interest in the cottage at No. 83 Sackville Street. It was built on land leased from Atkinson by Henry Lillycrop. But Floyd went bankrupt in 1867 when all he owned as well as the lease on the cottage was offered for sale as a 'well-finished stone cottage, blacksmith's shop, sheds and two roods'. (Syme, 2009, 113) It was occupied by another blacksmith, then a painter and then sold in 1885 to Mrs. Joseph John Jackson. The cottage opposite at No. 88 Sackville Street was built about the same time. It may have been occupied by Peter Doran, son of the sea-captain, George Doran, then by John Ryan in 1861. (Earle, 1973, p. 58; Syme, 2009, p. 119) The occupant in 1885, John Brazier, a mason, groom and labourer bought it and then offered it for sale the next year 'as a snug six room cottage'. (Syme, 2009, p.119)

Two early buildings on the east side of Sackville Street shown in Stanley's 1870 map were demolished by 1885 when the land from No. 92 to No. 98 was described as unimproved and appears vacant in the Victoria Railways easement plan of 1887. (Syme, 2009, p. 120-121) The first occupant of land on the north-west corner of Sackville and Regent Streets (allotment 8 of Section 2) is believed to be George Stewart, Police Magistrate for Belfast from 1851-1866 and arguably the first person officially associated with law and order in the Port Phillip District (Syme, 1991 p. 78; Garryowen, pp 5-6, 14). He lived in Atkinson's house, later the Bridge Inn, at Rosebrook. (Syme, 2009, p. 263) The timber house at No. 90 was built about 1914 and the timber cottage at No. 98 was built after 1891. (Syme, 2009, p. 120-121) Presumably the timber buildings at Nos. 92 and 96 have similar late nineteenth century dates.

More cottages survive in the southern section including the very early dwelling now known as Motts Cottage but no major buildings. The history of Motts Cottage is well known and most recently discussed in the conservation management plan prepared by Trudy Rickard. (Rickard, 2012) The land was first leased from Atkinson by William Bird in 1843. The leaseholder in 1851 was William Ashby when the lease was offered for auction as '6 rooms, 4 in stone recently erected, baker's oven, well and barley crop on land sub-let at 16/- per week .' and described as 'two storey stone dwelling of four rooms and two room wooden dwelling, 1 acre, £6 p.a.'. (Syme, 2009, 205) Jane Chastel held the lease for a while. The building was used as a boarding house for a long time and, under the ownership of the Bartlett family, was about to be demolished in 1972 when it was purchased by the National Trust. The trust made extensive alterations including the demolition of a room added at the front in the Edwardian period. Much later the paddock at the rear was sold for redevelopment and three new houses were built.

Hanley House, No. 14 Sackville Street although reduced in size still includes some of the earliest surviving building fabric in Port Fairy. John Chastel and his wife, Jane leased the lot from Atkinson in 1845. (Syme, 2009, p. 210-11) Chastel was appointed as the Coast Waiter for Customs Department in Port Fairy in 1844 but he died in 1848. Mrs. Chastel offered the sale of the lease in 1860. Thomas Southcombe occupied the house until August 1882 when it was described as 'a villa residence, seven rooms, kitchen, servant's room, pantry, stable, coach house, men's room and well'. He sold to Dr Stanton, who then sold to John Sickler, a tailor. It was rented by Jacob Karmel, draper, in 1889. The house has been modified but still contains part of the original building. The *Ficus macrophylla* (Moreton Bay Fig) is believed to have been planted in about 1885-90. The unusual form and detailing of the front timber wing, as well as the period of its construction, suggest that it might be a pre-fabricated building.

Other early timber cottages survive. The merchant Frederic P Stevens purchased the one acre allotment on the south-east corner of Cox and Sackville Streets in 1848. (Syme, 2009. p. 202) He sold an allotment facing Sackville Street to Daniel Gunn in May 1850. Gunn was a carpenter and built the wooden house and workshop at No. 15 Sackville Street in the early 1850s. (Syme, 2009. p. 203) The Edwardian house called Westhaven, No 17 Sackville Street was built in 1911 after the original building has been damaged by fire. (Syme, 2009. p. 203) William L. Hawkins, an accountant bought allotment 15 and built the timber cottage for renting in 1856 which is now No. 13 Sackville Street. (Syme, 1991, p. 15; 2009, 203) A room has been added to the front on the south side in 1910. Dimora, the timber house at No. 11 was built on land purchased by Mrs Lucy Best around 1885. (Syme, 2009. p. 203) There is remnant stone wall from an 1850 building incorporated into a later timber cottage at No. 9 Sackville Street.

The stone gateposts, walls and drive between Nos. 6 and 8 Sackville Street, now called Dunlea Way, led to Maysland Place which was originally the home of Caroline May which was demolished by 1886. (Syme, 2009, p. 209) Early structures on the next allotment were also demolished by 1885. The Moderne house at No. 8 Sackville Street was built in 1941 for Eric Gilpin, the son of Oliver Gilpin chain store proprietor who had shops throughout Victoria as well as in Tasmania and South Australia. (*ADB*, Vol. 9, p. 16-17; pers. comm., Alan Nightingale, 13/8/12). Eric Gilpin ran the drapery store at No. 64 Sackville Street, formerly Hattam's. The house was a copy of one submitted for a competition by the Melbourne architect, Harold Bloom in 1938. The best entries were published in a small booklet. The same design was written up and illustrated, as built in East Brighton in 1940, in the *Australian Home Beautiful* and again, as built in Moonee Ponds, in 1950 in the *Argus* in 1953. (*AHB*, 2/9/1940, pp. 23-4; *Argus*, 4/9/1953, p. 10) The *Australian Home*

Beautiful is the likely source because it was a popular publication and has the same metal framed windows.

The first Norfolk Island Pines planted as street trees in Port Fairy were on the west side of Sackville Street in 1874 south of Cox Street. (Syme, 2009, p. 195) William Powling, in 1884, presented Norfolk Island Pines for planting on the east side of Sackville Street. (Powling, 1980, p. 288)

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Description

Physical Description

Sackville Street Precinct is divided into two distinct sections, one north and the other south of the Commercial Precinct.

Sackville Street (North portion) runs north-south between Regent Street to the north (with its distant views towards Belfast Lough) and Bank Street and the commercial precinct to the south. It includes all the residential dwellings along both sides. The wide street has generous grass verges supporting *Araucaria heterophylla* (Norfolk Island Pine) along both sides (VHR H2239), although four specimens are missing between Nos. 81 and 89. There is a bitumen footpath on the western side. The dwellings comprise a mixture of stone and timber cottages with Nos. 83, 85 and 89 and the prominent former Oddfellows Hall at No. 95 on the east and Nos. 88, 90, 92, 96, and 98 on the west. The integrity of the early cottages at Nos. 87 and 91 Sackville Street has been compromised but their scale and form still contribute to the Precinct. The setbacks to the street differ markedly with the early dwellings on the east built almost to the street frontage whilst Nos. 88 and 98 have deep setbacks. The garden at No. 98 is a rare surviving example of the simple, even austere productive garden with fruit trees, vegetable beds and probably a chicken shed, which would have been the setting for most humble cottages in the nineteenth and early twentieth centuries. The *Schinus molle* (Peppercorn Tree) is also an important traditional planting.

Sackville Street (South portion) runs north-south between Campbell Street to the south (with its views towards Southcombe Park) and Cox Street and the commercial precinct to the north. It includes all the residential dwellings along both sides. Like the northern section of the Sackville Street Precinct, the southern end has wide grass verges, accommodating an impressive run of Norfolk Island Pines on both sides (VHR H2239), although single specimens are missing in front of Nos. 14 and 17 and two are missing in front of No. 7. This section has concrete pathways although no curb and channel, but new storm water drains have been installed on both sides. Many dwellings have no fences and the existing fences are a mixture of brick or stone walls including one with bluestone piers. The housing stock is mixed and almost all single story, the exception being the middle section of Motts Cottage at No. 5. It comprises a range of architectural styles including the mid-Victorian as at No. 5, Motts Cottage(VHR H254), Edwardian cottages at Nos. 6 and 17 and the house at No. 8 Sackville Street which is a copy of a pre World War Two design. Hanley House at No. 14, possibly a prefabricated building, is set well back from the street with a large Moreton Bay Fig in the front yard. Significant buildings in the Precinct are predominantly on the eastern side including Nos. 1, 5, 11, 13 and 15 Sackville Street with Hanley House at No. 14 on the western side. The cottage at No. 15 faces north rather than to the street, which is very rare, and what appears to have been a detached kitchen with a very steep roof survives as well as the outbuilding set at an angle to the street which may have been a carpenter's workshop. Ornamental gateposts and boundary walls survive between Nos. 6 and 8 Sackville Street from the residence, demolished before 1886, at the rear of the allotment. The Moderne house at No. 8 Sackville Street, with a strong American influence on its design and a rare use of metal framed windows, is one of the better examples from the Interwar period in Port Fairy. The other modern houses at Nos. 10 and 12, built on the site of T H Osborne's residence, contribute to the streetscape.

Significant to precinct:
- Timber House, 1 Sackville Street
- Rendered Brick House, 2 Sackville Street
- Timber and Stone Cottage (former Belfast Gazette and school), 4 Sackville Street
- Timber Cottage and stone gateposts and boundary wall, 6 Sackville Street
- Interwar House (former Gilpin Residence) and stone gateposts and boundary walls, 8 Sackville Street
- Timber Cottage incorporating remnant stone walls, 9 Sackville Street
- Timber House, 11 Sackville Street
- Timber House, 13 Sackville Street
- Hanley House and Ficus macrophylla (Moreton Bay Fig), 14 Sackville Street
- Timber House, detached kitchen and workshop, 15 Sackville Street
- Edwardian Timber House, Westhaven, 17 Sackville Street
- Stone Cottage & Cupressus macrocarpa (Monterey Cypress), 83 Sackville Street
- Timber House, Clementine House, 85 Sackville Street
- Stone Cottage, 88 Sackville Street
- Stone Cottage, 89 Sackville Street
- Timber House, 90 Sackville Street
- Victorian Timber House (excluding mordern units), 1/92 Sackville Street
- Former Oddfellows Hall, 95 Sackville Street
- Victorian Timber House, 96 Sackville Street
- Timber Cottage, garden Schinus molle (Peppercorn Tree) and fruit trees, 98 Sackville Street

Contributory to precinct:
- Brick House, 7 Sackville Street
- Cream Brick House, 10 Sackville Street
- Brick House, 12 Sackville Street
- Timber Cottage (with cladding), 87 Sackville Street
- Stone Cottage, Magnetic Cottage, 91 Sackville Street

Non-contributory to precinct:

- House, 1 Chastel Close
- House, 2 Chastel Close
- House, 3 Chastel Close
- Road Reserve, Chastel Close

- House, 1 Dunlee Way
- House, 2 Dunlee Way
- House, 3 Dunlee Way
- House, 4 Dunlee Way
- House, 5 Dunlee Way
- House, 6 Dunlee Way
- Vacant land, 7 Dunlee Way
- Road Reserve, Dunlee Way

- House, 1/15 Regent Street
- House, 2/15 Regent Street
- House, 17 Regent Street
- House, 12a Sackville Street
- Vacant land, 84 Sackville Street
- Vacant land, 86 Sackville Street
- Vacant land, 86a Sackville Street
- House, 2/92 Sackville Street
- House, 3/92 Sackville Street
- House, 93 Sackville Street
- House, 1/94 Sackville Street
- House, 2/94 Sackville Street

Statement of Significance

What is significant?

The Sackville Street Precinct runs north-south and is located towards the east of the original street grid of Port Fairy. It runs between Regent Street in the north and Campbell Street in the south. It is comprised of two largely residential sections separated by the commercial section of Sackville Street (between Bank and Cox Streets) but united by the planting of *Araucaria heterophylla* (Norfolk Island Pines) (VHR H2239). Being close to the Wharf area and the commercial interests in Bank, Cox and Sackville streets, the two residential sections were amongst the first to be developed in the town. The surviving sequence of development complements the commercial section of Sackville Street.

The key heritage characteristics and elements of the Sackville Street Precinct are:

- Former *Belfast Gazette* Office and school, No. 4 Sackville Street.
-- Former Gilpin Residence, No. 8 Sackville Street.
- Hanley House and *Ficus macrophylla* (Moreton Bay Fig), No. 14 Sackville Street.
- The former Oddfellows Hall, No. 95 Sackville Street.
- The Timber Cottage, Garden, Fruit Trees and *Schinus molle* (Peppercorn Tree), No. 98 Sackville Street.
- The uniformly residential character of the streetscape, comprising structures dating from the 1840s to the 1970s.
- The uniformly single storey scale and detached form of the residences, the majority of which occupy uniform setbacks from the street frontage, behind generally low picket or brick and stone fences.
- A small number of other stone cottages such as Nos. 85, 88, 89 and 91 Sackville Street.

- A small number of timber cottages dating from the mid-nineteenth century such as Nos. 11, 13 and 87 Sackville Street and No. 15 Sackville Street, which has a rare surviving detached kitchen and workshop.
- A representative collection of Victorian houses, the most intact being Nos. 4, 90 and 96 Sackville Street.
- A representative collection of Edwardian timber houses, the most intact being Nos. 6 and 17 Sackville Street.
- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide street, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.
- The view towards the Moyne River flood plain in the north and Southcombe Park and the Southern Ocean beyond in the south.

While there have been some subdivisions and some alterations and additions to the building fabric of the Precinct, there are no intrusive buildings and no loss of street trees. Overall the Precinct has a very high degree of integrity and is in very good condition.

Significant places
1, 2, 4, 6, 8, 9, 11, 13, 14, 15, 17, 83, 85, 88, 89, 90, 1/92, 95, 96 & 98 Sackville Street

Contributory places
7, 10, 12, 87, 91 Sackville Street

Non-contributory places
1, 2 & 3 Chastel Close
Road Reserve, Chastel Close
1, 2, 3, 4, 5, 6 & 7 Dunlee Way
Road Reserve, Dunlee Way
1-2/15 & 17 Regent Street
12a, 84, 86, 86a,2-3/92, 93 & 1-2/94 Sackville Street

How is it significant?
The William Street Precinct is of historical and architectural significance to the Shire of Moyne.

Why is it significant?
The Sackville Street Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes and from all periods. This is reflected in the surviving fabric of the buildings, particularly the early stone and timber cottages such as Nos. 4, 5, 6, 14, 83, 87, 88, 89, 91, 98 Sackville Street. The editor of a local newspaper, the *Belfast Gazette,* lived at No. 4. Mott's Cottage, No. 5 Sackville Street is recognized for its typical sequence of occupancy and ownership. The Modernist house at No. 8 Sackville Street was the home of Eric Gilpin, son of Oliver Gilpin and manager of his father's Port Fairy chain store. The former Oddfellows Hall belonged to one of the most important friendly societies in Port Fairy and its hinterland. (Criterion A and Criterion E)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Moreton Bay Fig , 14 Sackville St
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	William Street Precinct Port Fairy		
Address	WILLIAM STREET, PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct,Hotel,Factory/ Plant		
Citation Date	2012		

William Street

Recommended **VHR** No **HI** No **PS** Yes
Heritage Protection

History and Historical Context

William Street was part of the original survey of Port Fairy, undertaken by Atkinson as part of his Special Survey claim in 1843. The allotments along William Street were laid out in the standard size, with a reserve, allotments 14, 15, 16 and 17 of Section 11, set aside for the Roman Catholic Church. Subsequently, the Presbyterian Church purchased a double block from Atkinson, allotments 6 and 7 of Section 8. The other land was taken up under lease from the mid 1840s, the first leasees comprising a range of people, representing various trades and social standings. They included the successful merchants, Alison and Knight, who took up almost all of Section 7, including allotments 12-17 facing William Street; Finn and Maher, who later owned the Brewery in the town, took up allotments 16-18, Section 3. Other lessees included Stevens, Atkinson, Kavanagh, McQuade, McBride, Arthur, Smith, Walker, Ritchie and S. Moore (Town of Belfast Map, 1850).

The Rate book of the Belfast Road Board in 1854 show that there were twenty dwellings rated in William Street that year (Syme, 1991, p. 3).The earliest surviving building is perhaps the timber cottage at No. 14 William Street, which dates

from between 1847-1852 (Heritage Victoria Registration No. H2078). This building was probably constructed prior to 1851 by Andrew Kell, a manager of William Rutledge & Co. It was lived in by Thomas Wells, a landscape gardener from 1854-1885 (ibid.). The majority of buildings in William Street in 1854 were residential, although there were a few exceptions; two churches and the Harp of Erin Hotel. A small wooden chapel was erected on the land set aside for the Catholic Church (now demolished and replaced by the Convent) at No. 3-5 William Street (Earle, 1896 p. 56). A residence erected by Father Slattery was located adjacent to the chapel, with both buildings dating from about 1849, they were used until 1865 when the current bluestone church was constructed and a temporary presbytery established elsewhere (Syme, 1991, p. 96). The land set aside for the Presbyterian Church included all of allotments 6, 7, 15 and 16 of Section 8, from Albert to William Street. In 1852 St. Andrews Presbyterian Church was constructed at the rear of allotment 6, and the following year the manse at the rear of allotment 7, Section 8 (both outside the William Street Precinct). An avenue of ten *Araucaria heterophylla* (Norfolk Island Pine) were planted from the property boundary through to the entrance of the church in 1869 by the Committee of the Presbyterian Church (Syme, 1991, p.5). The Harp of Erin Hotel, a double fronted bluestone building was located on land now occupied by Nos. 26 and 28 William Street (Marriott, 2001 p. 54). The leasehold on the property was owned by the former undertaker, Cornelius McBride, who operated the premises as a hotel prior to March 1854 until April 1874 (Marriott, 2001 p. 54).

Between 1854 and 1870, some substantial buildings were constructed in William Street. The 'Hydrographic Survey' of Lt. H.J Stanley (R.N) dated 1870 shows about 27 structures located in William Street between Regent and Campbell Streets. During this time, it is likely that several early timber structures were replaced by more substantial cottages, as well as the erection of a number of new buildings. No. 36 William Street, which has some unusual construction details, is possibly a pre-fabricated timber cottage dating from the mid to late 1850s. The cottage at No. 31 William Street (now substantially altered) dates from about the same period, as does the stone cottage at No. 1 William Street, built by local stonemason, Benjamin Bowyer in 1856 (Syme, 1991 p. 105).

Somewhat later, perhaps in the period from 1860-1870, the beginnings of the timber residences at Nos. 24 and 47 William Street were constructed, although the current facades date from later. A workshop and residence at No. 40 William Street, (now demolished) was built by J McLaren at this time also. Other buildings constructed in the period include the Church of Christ, a modest brick building; the Webb Brother's Cordial Factory and stables, at No. 29 William Street and A. E Osmond's butcher shop (now demolished) at No. 49 William Street. Osmond's bluestone cottage was located adjacent to the timber shop, on the north side, and in 1868, he applied for a publican's licence for his house (Syme, 1991, p. 84), the same year that Samuel MacGregor established his livestock saleyards opposite, on allotments 4-6 of Section 4. The two bedrooms and three sitting rooms offered were known as the 'Volunteer Arms' (ibid.). The location opposite MacGregor's saleyards was very convenient and the venture must have proved successful. The following year, 1869, he purchased the adjacent north block (now No. 51 William Street and No. 61 Regent Street) which had been previously leased by William Lincoln, a quarryman who had a small wooden house and market garden on the land (Syme, 1991 p. 85). That year John Mason, the local architect called for tenders to erect the Market Hotel, aptly named for its proximity and ability to catch the refreshment trade generated by the livestock sale yards opposite (Ibid.). In 1871, the licence from the Volunteers Arms was transferred to the Market Hotel, opening exclusively for patrons, consisting of four sitting rooms and five bedrooms (Syme, 1991 p. 85). It also offered "accommodation paddocks for horses, bullock teams etc. with a good supply of water and feed" (Marriott, 2001, p.56).[1]

The stockyards were established in the mid 1860s by Samuel MacGregor as part of his business 'S. MacGregor & Co., auctioneers, stock and station agents, and produce-buyers etc' (Powling, 1980 p. 226). The yards, which were located on allotments 4-6 of Section 4 were entered from Regent Street (pers. comm., Alan Nightingale, 2006). MacGregor & Co. collapsed in 1874, with substantial debts owing to creditors, and the stockyards were used by other parties. It is likely that the stock selling yards on the west side of William Street discouraged residential buildings immediately adjacent to them, although a bluestone bakery (date unknown) at No. 48 William street was erected in the nineteenth century on the south side of the yards.

An artist's depiction of Port Fairy, dated 1892 shows a substantial number of buildings on the east side of William Street,

particularly between Regent and Cox Streets. Although most appear residential, it is clear that others are commercial. It is likely that the period from 1870 through to 1885 saw relatively few new dwellings constructed, as the town suffered a major financial loss in the collapse of S. MacGregor & Co. as well as a general decline in the population. The sale of most of the town allotments in 1885 saw an increase in building and population within the town, and it seems likely that some of the larger timber villas in the Precinct were constructed between 1885-1892, when they appear in the artist's impression of Port Fairy. These may include the timber residences at Nos. 2, 4, 20, 37 and the pair at 44 and 46 William Street. The later buildings in the street date from the Federation or Edwardian periods. Between 1900 and 1914, a small spate of construction activity occurred, as accommodation was required for labour to operate machinery in the nearby Cheese and Butter factory. Although labourers are unlikely to have lived in the houses of William Street built during this period, upper management or other middle class families may have. The house at No. 8 William Street is probably the best example of the Federation period in the Precinct, and the house at No. 35 best represents the Edwardian period. The avenue of 51 *Araucaria heterophylla* (Norfolk Island Pine) street trees was planted in the 1880s.

Development in William Street ceased almost entirely between the beginning of the First World War in 1914 and the sudden importance and development of the dairy industry in the mid 1920s. There are few houses within the precinct which date from the 1920s, but a handful which were constructed just prior to the Second World War, after the depression years, survive. By 1947, an aerial photograph shows that the saleyards had been replaced by residences, and most of allotments on the west side of William Street have houses constructed on them. The road surface remained unsealed, as did most of the streets running north-south. By 1974, William Street looks much as it does today, with most allotments having buildings on them, with the mature street trees dominating the streetscape.

[1] It appears that the cottage used for the Volunteer Arms may have become a hay and corn store once the Market Hotel was built. The roofline of this early cottage is still visible on the northern side of the Market Hotel building. The Hotel remained in the Osmond family (with various lessees) until 1916, when it was taken over by Harold Revell, a retired farmer. The licence lapsed in 1918 due to the War and the property became a private dwelling (Syme, 1991 p. 85).

References

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Nightingale, Alan personal comments (August, 2006)

Description

Physical Description

The William Street Precinct running between Regent Street in the north and Campbell Street in the south includes almost

every dwelling facing the street excepting the corner houses on the eastern side at the intersection with Cox, (these houses are in the Cox Street Precinct) and the last one where it joins Campbell Street, this one being in the Campbell Street Precinct. The Precinct is dominated by one of the most impressive and most intact row of *Araucaria heterophylla* (Norfolk Island Pine) in Port Fairy with 51 trees in total and only a handful of missing specimens at Nos. 25, 35, 42 and 51 (the former Market Hotel). Although the street is long, wide and flat, without kerbs or gutters the dense canopy of the majestic Norfolk Island Pines gives the street a sense of enclosure and protection.

Footpaths exist on both the eastern and western sides between Regent and Bank Streets, on the eastern side between Bank and Cox Streets, with just a short section on the eastern side from Bank to No. 31, then all of the eastern side from Cox to Campbell Streets, with none on the western side. There are no formed driveways in the Precinct.

Although the Precinct is undeniably residential, it originally housed a cordial factory at No. 29, a bakery at No. 48 (much of which still exists at the rear), churches at Nos. 34 and 33 with the original church behind along with the Norfolk Island Pine avenue leading up to it. (The original church and adjacent manse are outside this Precinct.) Almost opposite the current Presbyterian Church and hall is the former Church of Christ, a painted brick building built in 1886, now converted into a holiday residence.

The housing stock spans most periods of development in Port Fairy with the oldest dwelling in the Precinct being a small double-fronted Victorian cottage at No. 14 William Street built prior to 1851. The houses in the Precinct are stone or timber cottages, Edwardian residences, Interwar bungalows or later houses built after World War Two on the sites of a former hotel and the saleyards. The former Market Inn Hotel is the only double storey structure in the street.

Two of the most recent buildings in the William Street Precinct are for community purposes. The St Patrick's School complex at the southern end was built in 1960. St. Andrews Presbyterian Church, in the centre of the Precinct, was designed by Bruce Auty, the Warrnambool architect, in 1971.

All the dwellings are single storey. Their setbacks are generally uniform and there are no formed crossovers. Most dwellings have either picket or brick fences appropriate to their vintage and almost all are suitably low in height. The original Tea-Tree fence surviving at No. 26 William Street is notable.

Significant to precinct:
- Stone Cottage, 1 William Street
- Ennisclaire, Timber Cottage, 2 William Street
- Pressed Cement Sheet Holiday House, 2A William Street
- Good Samaritan Convent, 3 William Street
- Timber House & Phoenix canariensis (Canary Island Palms) x2, 4 William Street
- Timber Bungalow, 6 William Street
- Timber House , 8 William Street
- St Patrick's Parish Primary School and Hall including timber school room at rear , 11 William Street
- Timber House , 16 William Street
- Timber House , 20 William Street
- Timber House , 22 William Street
- Timber Cottage, 24 William Street
- Manresa, Timber Edwardian House, 25 William Street
- Timber House and Tea-Tree fence, 26 William Street
- Delrose, Cream Brick House and fence, 28 William Street
- Former Cordial Factory, Stone Residence, 29 William Street
- Adonia Cottage, Conite Cottage, 31 William Street
- Stone Cottage, detached kitchen, chimney ruin and garden, 31B William Street

- Church of Christ, 33 William Street
- Timber House , 35 William Street
- Adeline Cottage, 36 William Street
- Timber House , 37 William Street
- Brick Cladding House, 38 William Street
- Cement Sheet House and concrete block fence, 39 William Street
- Maronda, Timber House, 41 William Street
- Timber Bungalow, 42 William Street
- Conite House , 43 William Street
- Timber House, 44 William Street
- Timber House, 46 William Street
- Former Bakery and residence, 48 William Street
- Former Market Hotel, 51 William Street
- Mt Gambier Stone House and fence, 54 William Street

Contributory to precinct:
- Road Reserve, Cox Street

- Timber House , 12 William Street
- Timber Cottage, 18 William Street
- Cement Sheet Houe, 23 William Street
- Conite House , 30 William Street
- Timber House, 50 William Street
- Timber House and brickfence, 52 William Street

Non-contributory to precinct:
- House, 10 William Street
- House, 31A William Street
- Vacant Land, 31C William Street
- House , 40 William Street
- House , 45 William Street
- House , 47 William Street
- Vacant Land, 49 William Street
-laneway between 29 and 31 William Street

Statement of Significance

What is significant?
The William Street Precinct runs north-south and is located at the centre of the original street grid of Port Fairy. It runs between Regent Street in the north and Campbell Street in the south and includes an unnamed and unsealed lane. The Precinct had only sparse development in the nineteenth century with municipal saleyards on the west side opposite the Market Hotel, another small hotel and a cordial factory in the centre and St Patrick's School at the southern end. The presence of the Presbyterian Church (VHR H 850) added some dignity. Otherwise, until about 1900 the buildings were all small stone and timber cottages. The demolition of the saleyards and the Harp of Erin Hotel made land available for redevelopment after World War Two.

The key heritage characteristics and elements of the Campbell Street Precinct are:

- The uniformly residential character of the streetscape, comprising structures dating from the 1840s to the 1970s.
- The uniformly single storey scale and detached form of the residences, the majority of which occupy uniform setbacks from the street frontage, behind generally low picket or brick and stone fences.
- A small number of stone cottages such as No. 1 William Street and No. 31B William Street which has a rare surviving detached kitchen.
- A small number of timber cottages dating from the mid-nineteenth century such as Nos. 18 (moved forward), 31 (Conited) and 36 (extended) William Street.
- A representative collection of Edwardian timber houses, the most intact being Nos. 25 and 35 William Street.
- Good Samaritan Convent, No.3 William Street.
- St Patrick's Hall and School, No. 11 William Street.
- The former Cordial Factory, No. 29 William Street.
- The former Church of Christ, No. 33 William Street.
- The former Market Inn, No. 51 William Street.
- The bluestone drains and gutters at the south-east corner of William and Bank Streets and the timber post used for street names at Campbell Street.
- The relative intactness of the precinct to its mid-twentieth century state, with few prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.
- The country town quality arising from the wide street, the absence of curbs and channels, the low scale of the built form and the generous garden setbacks associated with many of the dwellings.
- The view towards Southcombe Park and the Southern Ocean beyond.

While there have been some alterations and additions to the building fabric of the Precinct, there are no intrusive buildings and only the minimal loss of street trees. Overall the Precinct has a very high degree of integrity and is in very good condition.

Significant places
1, 2, 2A, 3, 4, 6, 8, 11, 14, 16, 20, 22, 24, 25, 26, 28, 29, 31, 31B, 33, 35, 36, 37, 38, 39, 41, 42, 4344, 46, 48, 51, & 54 William Street

Contributory places
Road Reserve, Cox Street
12, 18, 23, 30 ,50, 52William Street

Non-contributory places
31A, 31C, 40, 45, 47 & 49 William Street
Laneway between 29 and 31William Street   **How is it significant?**
The William Street Precinct is of historical, architectural and social significance to the Shire of Moyne.

Why is it significant?
The William Street Precinct is of historical significance for its associations with key citizens of Port Fairy, of all classes and from all periods. This is reflected in the surviving buildings, particularly the early stone and timber cottages such as Nos. 1, 14 William Street, in which stonemasons, nurserymen and fishermen lived. Mary Griffith, a Melbourne law clerk who retired to Port Fairy and became one of the strongest advocates for its heritage conservation, lived at No. 1 and subsequently at No. 29 William Street, where she converted anunused cordial factory into her home in the 1970s. The former Market Inn at No. 51 William Street reflects the earlier use of the land to the north-west as saleyards. Ruins survive of an early bakery at No. 48 William Street. (Criterion A and Criterion E)

The Precinct is also of historical significance for the planting of street trees and trees in private gardens. The avenue of 51 *Araucaria heterophylla* (Norfolk Island Pine) (VHR H2239) is part of the extensive planting of the species as street trees throughout the town dating from the 1880s and, along with those in Gipps Street, may be the finest such avenue in Victoria. This are complimented by the four surviving *Araucaria heterophylla* (Norfolk Island Pine) of an avenue of ten trees which led up to the front door of the original St Andrews Presbyterian Church (VHR H850). There are two classic *Phoenix canariensis* (Canary Island Palm) at No. 4 William Street. (Criterion A and Criterion E)

The William Street Precinct is of architectural significance for its collection of early stone and timber cottages. They demonstrate the survival of late Georgian architecture in their modest form and scale, use of local materials and vernacular character. They include Nos. 1, 14, 18, 24, and 36. John Mason designed the Market Hotel and the former Presbyterian Church and manse. The modern St. Andrews Presbyterian Church, in the centre of the Precinct, was designed by Bruce Auty, the notable Warrnambool architect, in 1971. (Criterion D and Criterion E)

The William Street Precinct is of social significance for the continuing presence of two Christian denominations. The St Patrick's Complex is located on land originally provided by Thomas Atkinson and still occupied by the Catholic Church for its original purpose. The St Andrew's Presbyterian Church Complex is located on land purchased from, or possibly granted by, James Atkinson and still occupied in part by the Continuing Presbyterian Church for its original purpose. (Criterion D and Criterion H)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Canary Island Palms x 2 at 24 William St;
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	Moyne Shire Heritage Overlay Incorporated Document March 2015
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Wishart Street Precinct Port Fairy		
Address	1-19 & 2, 2A & 4-24 WISHART STREET, PORT FAIRY	**Significance Level**	Local
Place Type	Residential Precinct		
Citation Date	2012		

Wishart Street cottage

Recommended Heritage Protection **VHR** No **HI** No **PS** Yes

History and Historical Context

Wishart (or Market) Street was not part of the original survey of Belfast undertaken by Atkinson as part of his Special Survey claim in 1843; although, by 1850, the idea of a street intersecting Section 9 to access a market was discussed (Syme, 2004, p. 3). By 1850 a map of the 'Town of Belfast' shows Market Street (later renamed Wishart Street) bisecting the northern end of Section 9 of the township, with the southern end leased by J. Cowtan. The allotments of Section 9 are not laid out in the standard arrangement as are those in the other sections. Rather, it seems that only two allotments (26 and 27) actually faced Market (Wishart) Street, the others facing Gipps and Cox Streets. This may be due to the slightly later formalization of the street itself, which is located on land which was originally leased to John Cowtan, facing Campbell Street (*Town of Belfast Map*, 1850). It is most likely that this land was intended to be the Marketplace, with Market Street, entered from Cox Street terminating in the market, hence its early name of Market Street. It was renamed Wishart Street in 1910 as a memorial to Captain James Wishart, who is accepted as the first white person to discover Port Fairy in 1828 (Syme, 2004, p. 12).

HERITAGE CITATION REPORT

The 1850 Map 'Town of Belfast' shows the first leases of allotments within the Wishart Street Precinct were to John Cowtan (allotments 21, 22, 23 and 24), Henry Revell (allotment 27), John Thomas Coates (allotment 26), and to Captain Mills (allotments 6 and 7, facing Gipps Street). Captain John Cowtan arrived in Port Fairy as the Captain of the Barque *Sydney Griffiths*, travelling between Launceston, Port Fairy and London in the employ of Rutledge and Co. He went into partnership with John Bland in 1847, when they resigned to set up their own import-export business in what is now the Sea Scouts Hall in Bank Street, where they remained until bankrupt in 1864 [1] (Powling, 1980, p. 91).

Henry Revell, farmer, took up the lease of allotment 27 Section 9 in 1849, building a timber dwelling on the land prior to surrendering the lease to John Coombes in 1852 (Syme, 2004, p. 2-3). In 1859 Lewis Grant built Tynemouth Villa on the land.

Little information is known of John Thomas Coates, other than his lease of allotment 26 and 27 until 1852, which he sold to Lewis Grant (ibid.). He built Seafield on this land in 1852 for Lewis Grant, and later, when Grant moved to the adjacent Tynemouth Villa, Seafield was leased to a number of individuals, and at one point, to the Shire of Belfast as its Shire Offices.

Captain John Mills first arrived in Port Fairy in the 1830s on the schooner *Elizabeth* to service the whaling parties seasonally located at Griffiths Island. He later became a commercial ships captain, carrying passengers and supplies across Bass Strait, based in Port Fairy and Launceston (Syme, 1991, p. 44). He built a cottage at No. 40 Gipps Street (outside of the Wishart Street Precinct) by at least 1843. The land on which the cottage was built stretched then from Gipps to Market Streets, although the Market Street end of the land was not built on or utilized. Mills eventually became the Port Fairy Harbour Master, serving from 1853-1871 (Syme, 1991, p. 44).

Syme (2004) states that by the end of 1852, there were timber dwellings on the allotments which became Nos. 16 and 18 Wishart Street (allotments 26 & 27), as well as one timber building located in the centre of what is now the street (on Cowtan's lease, at the southern end of the street). The timber section at No. 16 Wishart Street, Seafield, is likely to be the oldest surviving building in the street, and probably dates from 1852. The adjacent stone section dates from 1856 (ibid.). Tynemouth Villa, at No. 18 Wishart Street was built in 1859 for Lewis Grant, and replaced an early timber structure dating from about 1850-1852. Tynemouth Villa is the second oldest authenticated surviving building within the Precinct.

By 1870, Captain R.N. Stanley's 'Hydrographic Survey' shows several structures directly facing the street. The map clearly shows the outline of Seafield and Tynemouth Villa at Nos. 16 and 18 Wishart Street, as well as one house lying across the street and some small buildings on the site of No. 19 Wishart Street. However, the accuracy of this map is somewhat doubtful, as it was created specifically for maritime use, and the evidence of the remaining physical fabric of the buildings in the street suggests that four of the houses predate 1871. Some of the early structures and buildings indicated on Stanley's Hydrographic Survey do survive, either as outbuildings, or incorporated into existing residences. The rate books for the 1878/9 period only note four rated properties with buildings, being Tynemouth Villa, Seafield, and the two Cassady properties (who took over the Cowtan lease), one of which was located in the middle of what is now the south end of the street.

By 1884, a syndicate had concluded arrangements to purchase all land still belonging to the heirs of Atkinson (all residing in Ireland), and to then subdivide and auction this land (Syme, 2004, p. 7). In the Wishart Street Precinct, only three of the seven lots were freehold, owned by Lewis Grant (Nos. 16 & 18), and Webb (No. 5). On 1 April 1885, land in Market Street, along with the other non-freehold land was auctioned, a total of 354 'town' allotments (Ibid).

The Wishart Street Precinct saw six lots for sale - Lot 2, 4, 5, 9, 10 and 10a (*Belfast Gazette*, 10/4/1885), on which the following sites were built:
Lot 2 15, 17, 19 Wishart Street

HERITAGE CITATION REPORT

Lot 4 1 & 3 Wishart Street
Lot 5 2, 2a & 4 Wishart Street
Lot 9 6 Wishart Street
Lot 10 8, 10, 12 & 14 Wishart Street
Lot 10a 7, 9, 11 & 13 Wishart Street

All of the lots other than Lots 10 & 10a (sold as one) were vacant land. Lot 10 had two dwellings, both likely to have been located in the middle of what is now the road pavement, which was intended to be opened to Campbell Street. Those who purchased the lots for sale appear to have had two motivations. Some, such as A.H. Wall, Secretary of the Belfast and Koroit Steam Navigation Company, W. Garside and Emily Best, who purchased Lots 2, 5 and 10 respectively, both identified themselves as investors. William Mott (fisherman), John Hooper (stonemason) and W. Presnell (fisherman) purchased the land to built dwellings.

The street was a cul-de-sac until the late 1880s, bounded on the south by lots 10 and 10a. A petition signed by William Mott, John Hooper and six others was lodged in 1887 with the Borough to have Market Street opened for traffic, and the matter was resolved at the end of August 1887, when the two cottages blocking the street were offered for sale for immediate removal (*Port Fairy Gazette*, 30 August 1887; Syme, 2004, p. 9). An announcement that Market Street was open to the public appeared a few months later. It is believed that the buildings which were blocking Market Street (previously known as the Cassady buildings) were relocated by Lewis Grant, who had purchased lot 10 to form the basis of the cottages at Nos. 11 and 13 Wishart Street (Syme, 2004, p. 9).

Seafield and Tynemouth Villa were supplemented by the houses built by Mott and Wall and the relocations by Grant, as well as Albert Evans and Timothy Stanley (Syme, 2004, p. 9). By the turn of the century, the street's location close to the river and the railway had seen more houses built, and their occupants were primarily associated with the industry at the wharf or the railway. As a result, the majority of cottages from the later nineteenth century are simple, with little sophistication or articulation, single fronted with little ornamentation. As housing fashions changed, so did the style of dwellings in Market Street. Those dwellings built after the turn of the century are double fronted, with more complex roof forms, floor plans and some ornamentation. By 1910, when the street name changed to Wishart Street, in commemoration of Captain James Wishart, all of the present houses (other than Nos. 2a and 24 Wishart Street) had been constructed. This makes the street an unusually intact group of dwellings dating primarily from 1885-1910, with the notable exceptions of No. 16, Seafield and No. 18, Tynemouth Villa.

There had been something of a 'tent city' in the grounds of Tynemouth Villa in Wishart Street in the thirties to forties reflecting the limited availability of housing and low incomes. Small changes to the surface of the street occurred in the Interwar years, with some major resurfacing, drainage and tree planting works occurring between 1945 and 1950. The street trees, *Lagunaria patersonii (*Norfolk Island Hibiscus) were also planted shortly after World War Two (Syme, 2004, p. 14).

[1] Powling (1980) on page 83 also mentions that Cowtan and Bland held a store at No. 1 Cox Street, on land leased by Alexander Campbell.

References

Powling, J.W., *Port Fairy: The first fifty years 1837-1884*, William Heinemann, Melbourne 1980.

Syme, Marten A., *Seeds of Settlement: Buildings and inhabitants of Belfast Port Fairy in the nineteenth centaury,* Roebuck Society Publication No. 43, Melbourne 1991.

Syme, Marten & Contributors, *A Vernacular Cottage Collection: A documentation and reminiscences of Market/Wishart Street Port Fairy 1849-2004*, National Trust of Australia (Victoria), Port Fairy 2004.

Syme, Marten A., *The Belfast Fantasy, James Atkinson in the Antipodes*, self-published, Port Fairy, 2009

Plan of the town of Belfast, Port Fairy, 1850 [cartographic material]/A. Perry [Melbourne]: State of Victoria, c1973. (SLV)

'Town of Belfast, after the Hydrographic Survey of Lt. H.J. Stanley (R.N.)', 1870 in *Seeds of a Settlement*, Marten Syme, Roebuck Society Publication, Melbourne, 1991

Description

Physical Description

The Wishart Street Precinct comprises both sides of Wishart Street, between Cox and Campbell streets. It includes every building facing Wishart Street, except the buildings at its meeting with Cox Street, where the dwellings face Cox Street. The houses and cottages dating primarily from 1885 to 1910 are entirely single storey and all but one, at No. 7, are double fronted. No. 6 features the only bay window in the street.

The earlier cottages are generally asymmetrical. They are of either masonry or timber construction although some have been 'Conited' or clad with Hardiplank®. Almost all have corrugated iron roofs. Most have distinctive chimneys, many with brick corbelling or rendered moldings around the top. From the street most appear to retain their original form and size except for No. 13, which has been extended. They all exhibit fairly uniform 30 degree roof pitches, excepting Seafield at No. 16, which has an especially high and steep roof. All have prominent bull-nose or skillion verandahs which are generally intact, again excepting No. 4, which has been substantially altered and is now supported on steel posts.

Most cottages feature well maintained cottage gardens some with surviving early hedging, topiary and feature trees, as well as interesting plantings including the relatively rare *Juglans nigra* (Black Walnut), and a range of citrus, generally difficult to grow in Port Fairy's limey soil. Some rear gardens retain old compartmentalized components dividing small orchards or vegetable gardens from their domestic lawns. Front fences are predominantly low timber pickets, although there are two low corrugated iron fences with timber capping at the Campbell Street end. The street verges are traditional grass.

The street is wide with plantings of large *Lagunaria patersonii (*Norfolk Island Hibiscus) on the western side. Poles carrying electricity and telephone wires run along the eastern side. The road surface is bitumen with only three full driveways crossing the nature strip. Some seven other shorter crossovers exist where large concrete slabs simply straddle the gutter.

Significant to precinct:
- Hasell's Haven (c.1888), 1 Wishart Street
- Timber House (c.1899), 2 Wishart Street
- Timber House (c.1895), 3 Wishart Street
- Stone House (c.1894), 4 Wishart Street
- Timber House (c.1909), 5 Wishart Street
- Lumeah (c.1902), 6 Wishart Street
- Seaview (c.1891), 7 Wishart Street
- Timber House (c.1890-1900), 8 Wishart Street
- Timber House (c.1890-1900), 9 Wishart Street

- Roselyn (c.1905), 10 Wishart Street
- Timber House (c. 1852-1870), 11 Wishart Street
- Timber House (c.1904), 12 Wishart Street
- Hillingden (c.1852 & 1870-1888), 13 Wishart Street
- Timber House (c.1904), 14 Wishart Street
- Timber House (c.1888), 15 Wishart Street
- Sea field (1852), Stone and Timber Cottage, 16 Wishart Street
- Timber Cottage (c.1901), 17 Wishart Street
- Tynemouth Villa (1859), Stone Cottage and Tennis Court, 18 Wishart Street
- Timber House (c.1888), 19 Wishart Street
- Lagunaria patersonii (Norfolk Island Hibiscus x 7 Street Trees (c. 1946-1950), Wishart Street

Non-contributory to precinct:
- House, 22 Campbell Street
- House, 2A Wishart Street
- House, 24 Wishart Street
- Un-named lane, Wishart Street (west, off)

Statement of Significance

What is significant?
The Wishart Street Precinct comprises both sides of Wishart Street, between Cox and Campbell streets. The street, not part of the original Atkinson survey of Belfast, was named after Captain Wishart. It includes every building facing into Wishart Street, excepting those at its intersection with Cox Street which face into Cox Street. The houses and cottages dating primarily from 1885 to 1910 are entirely single storey and all are double fronted except one, No. 7 which is single fronted. No. 6 features the only bay window in the street.

The key heritage characteristics and elements of the Wishart Street Precinct are:

- Seafield and rear outbuildings, No. 16 Wishart Street.
- Tynemouth Villa and tennis court, No. 18 Wishart Street.
- The best collection of single-storey timber cottages dating from the late nineteenth and early twentieth centuries in Port Fairy.
- *Lagunaria patersonii* (Norfolk Island Hibiscus) street trees.
- The relative intactness of the precinct to its mid-twentieth century state, with no prominent infill buildings or intrusive additions.
- The extent to which the early history of land subdivisions and development is reflected in the street pattern and many remaining structures.

While there have been some alterations and additions to the building fabric of the Precinct, the Precinct has a very high degree of integrity and is in very good condition.

Significant places
1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 (VHR H2063), 17, 18 & 19 Wishart Street
Lagunaria patersonii (Norfolk Island Hibiscus x 7 Street Trees (c.1946-1950), Wishart Street

Non-contributory places
22 Campbell Street
2A & 24 Wishart Street

Wishart Street Precinct Port Fairy   **18-Sep-2015**   **11:36 AM**
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Un-named lane, Wishart Street (West, off)

How is it significant?
The Wishart Street Precinct is of historical and architectural significant to the Shire of Moyne.

Why is it significant?
The Wishart Street Precinct is of historical significance as a substantially intact and discrete Precinct within Port Fairy. It is of historical significance especially for Seafield, at No. 16 and its neighbour Tynemouth Villa, at No. 18, the oldest and second oldest documented buildings in the street respectively. Lewis Grant lived in Seafield after which time it was leased to a number of individuals and later leased to the Belfast Shire as their offices. During the Great Depression there was a tent 'village' in the grounds of Tynemouth Villa. The range of other cottages is perhaps the best and most consistent dating from the late nineteenth and early twentieth centuries in Port Fairy. (Criterion A and Criterion D)

The Wishart Street Precinct is of architectural significance for reflecting a relatively uniform style of development undertaken around the end of the nineteenth century. The most important cottage is Seafield, No. 16 Wishart Street with its steeply pitched roof betraying its original use of shingles, its traditional multi-panned windows, its quoins, and its sympathetic pavilion extension on the south side with French doors opening onto the simple front verandah. The garden shared with Tynemouth Villa at No. 18 Wishart Street is particularly supportive of the cottages' architecture. The range of single storey buildings at the rear is also important. The tennis court is one of the very few private courts surviving in Port Fairy. The Wishart Street Precinct is of aesthetic significance as a relatively wide tree lined street with broad nature strips with few concrete crossovers and driveways. Its delightful single storey cottages on either side are generally uniformly setback and most contain well maintained cottage gardens many with unusual plant species. (Criterion D and Criterion E)

Recommendations 2012

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	Sandhills Cemetery	**File No**	2137
Address	Old Portland Coast Road (west of Port Fairy, on private property) PORT FAIRY	**Significance Level**	Local
Place Type	Cemetery/Graveyard/Burial Ground		
Citation Date	2006		

Grave marker at Sandhill Cemetery

Recommended Heritage Protection   **VHR** No **HI** - **PS** Yes

History and Historical Context

This site, known as the New Cemetery, is located in the sand dunes west of the township of Port Fairy, and is accessed from South Beach. The site was surveyed in December 1849 by the government surveyor Thomas Skene, at the request of Superintendent Charles Joseph La Trobe. Although a site had already been set aside for burial purposes, La Trobe considered that this was too close to the township and that a different site was needed (burials at the earlier cemetery date back to 1847). The Sandhills Cemetery was only briefly in use during the 1850s. Those buried here included the early settler Michael Connolly of 'Leura', Goose Lagoon, who died in 1855.

The cemetery became unpopular due to its inaccessible location in the sand dunes and the lack of transportation to the site. It had been sited on the old coast road to Portland, but this was an unmade road and difficult to navigate. Around the 1860s, a landholder erected a gate across the road, which made it even more difficult to access. Residents reverted to the current cemetery situated closer to the township on the Princes Highway, which occupied a site provided by local

landowner James Atkinson in the 1840s. [Powling, 1980, pp. 102-03] Local historian William Earle recorded that the new cemetery was revoked as a public burial ground in 1886 and that as many of the old coffins as were recoverable were removed from the 'new cemetery' and reinterred at the old cemetery 'by consent of the Government'. [Earle, 1896, p. 39] The Sandhills Cemetery was subsequently abandoned, and as a result became neglected and overgrown.

REFERENCES
Belfast Parish Plan.
Burials in Port Fairy Sandhills Cemetery: http://members.datafast.net.au/marrtronics/PORTFRS1.HTM
"Earle, William", 1973. Earles Port Fairy (first published 1896):"22,39,81"
"Powling, J.W.", 1980. Port Fairy: The first fifty years:102-03
"Simons, P. Fraser,", 1979. An Historic Graveyard: Some early records of Port Fairy Cemetery.

Description

Physical Description

This burial ground is located in a paddock on private property, which is accessed from a track along South Beach; it is about one mile west of the Port Fairy township. The graves are located behind some sand dunes. The area is overgrown and a sign has been erected by the Port Fairy Historical Society. (A site visit has not been made).

COMPARATIVE ANALYSIS
This is one of the oldest public burial grounds in Moyne Shire. It was surveyed as a public cemetery in December 1849 and probably used shortly not long after that. In terms of age, it compares with the cemetery at Ballangeich, first used in 1849, and at Darlington, where the oldest headstone is also dated 1849. Like Ballangeich, the Sandhills Cemetery at Port Fairy is small and relatively remote. Other comparative examples include:

HERMES ID 121781, Hexham Cemetery (east of Hexham), CA 4C, Section 48, Hamilton Highway, Hexham, 1861, Plantings: Yes, Design layout intact: Yes
HERMES ID 121826, Panmure Cemetery , Heath Marsh Road, Panmure, 1868, Plantings: No, Design layout intact: No
HERMES ID 122480, Garvoc Cemetery , Recreation Reserve Road, Garvoc , 1880s, Plantings: No, Design layout intact: No
HERMES ID 121854, Ballangeich Cemetery reserve, Ballangeich Cemetery Lane (CA 5, Section C1, Parish of Ballangeich), Ballangeich, 1849, Plantings: No, Design layout intact: No
HERMES ID 121928, Yambuk Cemetery, Fingerboard Road, Yambuk, 1857, Plantings: Yes, Design layout intact: Yes
HERMES ID 121822, Nirranda Cemetery, CA46D, Parish of Nirranda, Cemetery Road, Nirranda, 1881, Plantings: No, Design layout intact: no - but noted for its under-developed landscape
HERMES ID 121799, Macarthur Cemetery , Cemetery Road, Macarthur, 1850s, Plantings: Yes (some), Design layout intact: No
HERMES ID 121924, Woolsthorpe Cemetery, South west corner of Burma Road and Woolsthorpe-Heywood Road (Lot 1, CA73B, Parish of Woolsthorpe), Woolsthorpe, 1881, No - but noted for native plantings, Design layout intact: No
HERMES ID 121768, Caramut Cemetery, Hamilton Highway (CA 20a, Section 5a, Parish of Caramut), Caramut, 1860s, Plantings: Yes, Design layout intact: Yes, denominational
HERMES ID 122228, Woorndoo Cemetery , Greens Lane (doesn't exist - check lolcation), Woorndoo, 1869, Plantings: Yes, Design layout intact: No
HERMES ID 121868, Hawkesdale Cemetery, CA17, Cemetery Road, Hawkesdale, Hawkesdale, 1880s, Plantings: Yes, Design layout intact: Some

Statement of Significance

What is significant?
Sandhills Cemetery, located west of Port Fairy on the old Portland coast road, is a small and remote burial ground. The cemetery was surveyed in 1849 as Port Fairy's 'new cemetery', and was used in the 1850s before being abandoned in favour of an earlier cemetery site closer to the township of Port Fairy. The site is on private land and is overgrown and neglected.

How is it significant?
Sandhills Cemetery, located west of Port Fairy on the old Portland coast road, is of historical, aesthetic and social significance to Moyne Shire.

Why is it significant?
Sandhills Cemetery, located west of Port Fairy on the old Portland coast road, is of local historical significance as an early burial ground, surveyed in 1849 and used through the 1850s.

Sandhills Cemetery, located west of Port Fairy on the old Portland coast road, is of local aesthetic significance for its remnant early headstones and for its ruinous picturesque setting in a remote location amidst the sand dunes.

Sandhills Cemetery, located west of Port Fairy on the old Portland coast road, is of local social significance as a place of pilgrimage, prayer and remembrance for the local community following its brief use as a burial ground in the 1850s.

Recommendations 2006

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO & VHI

HERITAGE CITATION REPORT

Name	BLUESTONE BRIDGE (GOOSE LAGOON)	**File No**	2734
Address	PRINCES HIGHWAY (north side, approximately 100m west of 2338 Princes Highway) PORT FAIRY	**Significance Level**	Local
Place Type	Road Bridge		
Citation Date	2014		

Bridge at drain before Goose Lagoon

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

The bridge was constructed in 1855 by the Thomas brothers, William and Richard, who were stonemasons and Cornish immigrants, working under the direction of Dilmond John Howes (first Engineer for Belfast Roads Board 1853) forthe Belfast Roads Board. According to local historian Pamela Marriott (1988:74):

During 1855 they tendered for two works for the Belfast District Road Board - one a stone arch bridge across the Goose Lagoon was accepted at 1 pound 14 shillings per perch.

The bridge has been bypassed and is no longer in use.

References
Bostock family history website: http://birrell.1hwy.com/pg000003.htm

Marriott, Pamela M., 1888. *A Shamrock Beneath the Southern Cross*

Description

Physical Description

Updated by Context and David Helms 2014:

A semi-circular or barrel arch bridge constructed of rock face and dressed bluestone. There is an intermediate stringer course and a capped parapet two courses deep with capped piers at either end.

The bridge at the side of the road on the northern side of the Princes Highway, situated just west of Thwaites Road (approximately 100m west of 2838 Princes Hwy). The bridge is in good condition and appears to be intact.

Comparative Analysis

Updated by Context and David Helms 2014:

The majority of nineteenth century road bridges in Moyne Shire are constructed of bluestone, with segmental, semi-circular/barrel or circular arches and parapets. There are two sub-types: those with splayed wing walls and those without. This bridge, constructed c.1855, is an example of the type without wing walls. It compares with:

- Bluestone bridge, Scotts Road, Crossley, c.1865, circular arch, low parapet, Hermes ID 122469
- Bluestone bridge, Road Reserve, Scotts Road North, Kirkstall, c.1865, circular arch, low parapet, Hermes ID 121977,
- Bluestone bridge & drystone wall, Fingerboard Road, Yambuk, c.1865. barrel arch, parapet, Hermes ID 121918

All of the above bridges have comparable intactness. A less intact example is Skilbeck's Bridge, Tower Hill-Bushfield Road, Yangery, c.1865 (Hermes ID 122413).

Statement of Significance

Updated by Context and David Helms 2014:

What is significant?
The bluestone bridge at Goose Lagoon,Port Fairy, constructed in 1855 by stonemasons William and Richard Thomas is significant.It issemi-circular or barrel arch bridge constructed of rock face and dressed bluestone. There is an intermediate stringer course and a capped parapet two courses deep with capped piers at either end.

How is it significant?
The bluestone bridge at Goose Lagoon, Port Fairy is of historical, architectural and aesthetic significance to Moyne Shire.

Why is it significant?
It is of local historical significance as one of the oldest bridges in Moyne Shire, as an early surviving engineering work of the Belfast Roads Board, and as a possible work of the first engineer of the Belfast Roads Board, Dilmond John Howes. It demonstrates the early development of the road network in Moyne Shire in response to settlement. (Criterion A)

It is of local architectural significance as an early stone arch bridge and has and has aesthetic significance for its fine stonework and use of locally quarried bluestone. (Criteria D & E)

Recommendations 2014

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	-
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO - individual.

HERITAGE CITATION REPORT

Name	DRISCOLLS COTTAGE	**File No**	2962
Address	2532 PRINCES HIGHWAY, PORT FAIRY	**Significance Level**	Local
Place Type	House		
Citation Date	2006		

Driscolls cottage Port Fairy

Recommended Heritage Protection	**VHR** No **HI** No **PS** Yes
Designer / Architect	Maurice Driscoll

History and Historical Context

Maurice Driscoll was most likely an Irish immigrant. Prior to building his stone cottage, Maurice Driscoll occupied a small timber cottage on this site (Powling, 1980:134). The cottage was constructed of local bluestone with a distinctive round chimney. It was erected in c.1856-57 and was sited close to Dilmond John Howes' elaborate Gothic villa 'Talara' on the opposite side of the road. It draws on some stylistic features of the Picturesque Gothic style, which was popular in the 1850s, and possibly drew on a pattern-book design. Local historian J.W. Powling implies that Driscoll was a stonemason who built the cottage himself (Powling, 1980:134). The nearby hill where the Port Fairy water tower stands is known as Driscoll's Hill. The cottage was also apparently also known as Campbell's Cottage, according to a recent real estate sales notice. The house has been recently altered, but appears to have retained much of its original fabric, at least from the outside.

References

Could be NT file only - B4239

Powling, J.W., 1980. *Port Fairy: The first fifty years*
Real estate sales notice (on-line), Port Fairy, 2005

Description

Physical Description

Small single-storey bluestone cottage with unusual entry porch. There is a gabled roof with two inset round stone chimneys on roof line. A third larger round stone chimney projects from the rear section of the building (probably associated with the kitchen). This is a well-built and elegant building, which demonstrates high quality stonework. The cottage is sited on the north side of the Princes Highway in a slight depression below the roadway, which makes it difficult to see from the road. [FS 2002]

COMPARATIVE ANALYSIS
Driscoll's cottage, Port Fairy, is the only known bluestone cottage built in this particular style, with its distinctive curved entry porch and round bluestone chimneys.

Statement of Significance

Edited by Context and David Helms 2014:

What is significant?
Driscoll's Cottage, situated on the Princes Highway, west of Port Fairy, is a small, single-storeyed bluestone cottage with a distinctive arched entry porch and round bluestone chimneys. It was erected in c.1856-57. It occupies a site of 1 acre.

How is it significant?
Driscoll's Cottage, situated on the Princes Highway, west of Port Fairy, is of historical and architectural significance to Moyne Shire.

Why is it significant?
Driscoll's Cottage, situated on the Princes Highway, west of Port Fairy, is of local historical significance as a small bluestone cottage erected by local stonemason Maurice Driscoll in the 1850s. (Criterion A)

Driscoll's Cottage, situated on the Princes Highway, west of Port Fairy, is of local architectural significance as a relatively intact example of a small Gothic-inspired cottage, with fine stonework, an unusual arched front porch, and round masonry chimneys. (Criteria D & E)

Recommendations 2006

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO - individual

DRISCOLLS COTTAGE   **18-Sep-2015**   **12:14 PM**
Hermes No 122684   **Place Citation Report**

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HERITAGE CITATION REPORT

Name	STONE FARMHOUSE	**File No**	2981
Address	2747 PRINCES HIGHWAY, PORT FAIRY	**Significance Level**	Local
Place Type	Homestead Complex		
Citation Date	2014		

2747 Princes Highway Port Fairy

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

Architectural Style   Victorian Period (1851-1901)

History and Historical Context

Updated by Context 2014:

The exact date of this large farmhouse is not known but it appears to date to the period 1855-1870. The house is situated not far from the property known as 'Dura', which was established in the 1850s by Laurence Finn (refer to separate Hermes place record for 'Dura'). Finn later lived at a property known as 'Comely Banks', west of Port Fairy in the 1880s and while it has been suggested that this house may be 'Comely Banks', no evidence has confirmed this association. Laurence Finn was a justice of the peace and a member of the local agricultural society (Sutherland, 1888:45; Marriott, 1988:55).

References
Sutherland, Alexander, 1888, *Victoria and Its Metropolis*, Vol. 2
Marriott, Pamela M., 1988, *A Shamrock Beneath the Southern Cross*, pp. 54-55

Description

Physical Description

Updated by Context 2014:

This is a mid-Victorian house constructed of bluestone with limestone quoining around the windows and doors. It has a hip roof and separate skillion verandah. The symmetrical facade comprises four sets of casement doors (two sets on either side of a central front door), and the symmetry is further emphasized by the placement of the two chimneys in the roof. All of the doors and windows have decorative highlights and fanlights which appeared to be very finely etched coloured glass with pictures. The front verandah has paired hand turned timber verandah posts with large decorative capitals and retains the original wide boards on the floor. The house is set well back from the roadside and faces the Princes Highway. It appears to be in a fair to poor condition.

Comparative Analysis

Updated by Context and David Helms 2014:

This is one of a small number of surviving bluestone farmhouses and cottages in Moyne erected prior to 1870. Most of the examples could be described as the 'basic' cottage type: these are small cottages with a hipped or gabled roof, and symmetrical facade with a central narrow door flanked by double hung windows, usually with one or two external chimneys in the end walls. By comparison, this house is notable for its substantial size and fine detailing when compared to other examples as well as the apparent high degree of intactness and integrity. Of particular note are the finely detailed finishes including etched highlights above each of the casement doors, the fanlight above the front door and finely turned timber posts to the verandah, which have been lost in many other similar residences. It is comparable to some of the pastoral homesteads such as Wurroit, and Lawrenny, as well as Yangery Park. Another comparison is Ballyhurst at Killarney, which is notable for its two-storey form.

Other comparable examples in Moyne Shire include:

- Stone cottage, c.1850, 50 Anderson Street, Chatsworth, Hermes ID 122386 (Basic, gabled)
- Stone farmhouse, c.1870, 106 Scotts Road, Crossley, Hermes ID 122813
- Stone cottage, c.1860, 1346 Princes Highway, Killarney, Hermes ID 122513 (Basic, quoining, gabled two internal chimneys)
- Stone cottage, c.1858, 63 Garden Street, Koroit Hermes ID 122008 (Basic, two external chimneys)
- Stone cottage, c.1870, 690 Warrnambool-Caramut Road, Mailors Flat, Hermes ID 122563 (Basic, quoining, evidence of stages, later verandah)
- Stone cottage, c.1860, 122 Toolong Road, Port Fairy, Hermes ID 122929 (Basic)
- Driscoll's cottage, c.1857, 2532 Princes Highway, Port Fairy Hermes ID 122684 (Basic form, but notable for distinctive arched entry porch and round bluestone chimneys)
- Rahill farm complex, 209 Southern Cross Road, Southern Cross, Hermes ID 12102 (Basic form, verandah, visible c.1970s addition, two stone cottages/outbuildings)
- Stone cottage, c.1860, 10 Church Street, Yambuk, Hermes ID 122406 (Basic)
- Stone farmhouse, c.1860, 3959 Princes Highway, Yambuk, Hermes 122371 (Basic)

Statement of Significance

Inserted by Context and David Helms 2014:

What is significant?
The bluestone farmhouse, which appears to have been built in the period 1855-1870, at 2747 Princes Highway, Port Fairy, is significant. The significant elements are:

- The house to the extent of its surviving nineteenth century fabric, including the unpainted bluestone walls with limestone quoining, fine etched coloured glass highlights in windows and fanlights, casement door opening on the north side of the residence, timber verandah with finely turned posts and original timbers on the verandah floor, and two chimneys;
- The siting on a natural elevation of land to allow the unobscured view of the main road to Portland to the north and the ocean to the south;
- The views to the place from the Princes Highway.

How is it significant?
The bluestone farmhouse at 2747 Princes Highway, Port Fairy, is of historical and architectural significance to Moyne Shire.

Why is it significant?
Itis of local historical significance as a substantial farmhouse, which is associated with the early settlement in the Port Fairy district. The symmetrical form, construction of local bluestone and limestone and setting, on a rise overlooking both the Southern Ocean and the main road are typical of large farmhouses in the area dating from this period. (Criteria A & D)

It is of aesthetic significance as a fine and well detailed example of a substantial farmhouse, constructed of local bluestone. Of particular note are the finely detailed finishes including etched highlights above each of the casement doors, the fanlight above the front door and finely turned timber posts to the verandah, which have been lost in many other similar residences. The significance of the house is enhanced by its relatively high degree of external intactness. (Criteria B & E)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	Yes
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO - individual place.

HERITAGE CITATION REPORT

Name	DURA	**File No**	2982
Address	2751 PRINCES HIGHWAY, PORT FAIRY	**Significance Level**	Local
Place Type	Homestead Complex		
Citation Date	2006		

Stone farmhouse Dura

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

Edited by Context 2014:

According to local historian Pamela Marriott, the property known as 'Dura' was first settled by Laurence Finn who acted as an agent for local landholder James Atkinson (Marriott, 1988:77; Simons, 1979). The property was then situated approximately three miles west of Belfast (Port Fairy) on the Yambuk Road (now the Princes Highway (Marriott, 1988:54). The Yambuk Road was first constructed in the 1850s by the Belfast Roads Board and itis likely that the house was erected shortly after the road was made. Finn, who was a justice of the peace and a member of the local agricultural society, later lived at nearby 'Comely Banks' for many years (Sutherland, 1888:45; Marriott, 1988:55).

It appears that the house wasaltered and extended in the late nineteenth century, which is indicated bythe date inscribed over the front door '1887'.

The Dura estate was acquired by the Closer Settlement Board following World War I, and broken up into smaller allotments.

References
Marriott, Pamela M., 1988. *A Shamrock Beneath the Southern Cross* pp. 54-55,77"
Powling, J.W., 1980. *Port Fairy: The first fifty years*, p. 189
Simons, P. Frazer, 1979. *An Historic Graveyard*

Description

Physical Description

Large rendered masonry Victorian farmhouse with five (or more) stone chimneys. There are two projecting bays on either side of a central recessed section, with three windows per bay. The front verandah has been enclosed to make an additional room or simply a closed-in porch. There is a central entrance with a fanlight, etched in which are the words 'Dura 1887'. The site has a deep set-back and the house faces the Princes Highway. There are Cypress trees along the boundary fence and low stone walling. The roof is possibly clad with corrugated asbestos or cement sheeting. [FS]

COMPARATIVE ANALYSIS
This is a large Victorian bluestone farmhouse with a stated construction date of 1887 (but possibly erected in an earlier form in the 1850s?), which seems to have been preserved relatively intact. There are a small number of similarly sized bluestone farmhouses of a comparable age in Moyne Shire, for example Yangery Park, Yangery.

Statement of Significance

What is significant?
Dura, on the Princes Highway, west of Port Fairy, is a large Victorian bluestone farmhouse with a stated construction date of 1887, but which was possibly erected in an earlier form in the 1850s. The site was first acquired by Lawrence Finn. The site has a deep set-back and the house faces the Princes Highway. The house has two projecting bays on either side of a recessed central section that has been enclosed.

How is it significant?
Dura, on the Princes Highway, west of Port Fairy, is of historical and architectural significance to Moyne Shire.

Why is it significant?
Dura, on the Princes Highway, west of Port Fairy, is of local historical significance as an example of a large bluestone farmhouse built in 1887, but which possibly dates back (in an earlier form) to the 1850s.

Dura, on the Princes Highway, west of Port Fairy, is of local architectural significance as a relatively intact example of an early Victorian farmhouse.

Recommendations 2006

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO - individual

HERITAGE CITATION REPORT

Name	LEURA HOMESTEAD and MORETON BAY FIG	**File No**	2792
Address	2974 PRINCES HIGHWAY, PORT FAIRY	**Significance Level**	Local
Place Type	House,Homestead building,Tree		
Citation Date	2014		

north elevation (2012)

Recommended   **VHR** No **HI** No **PS** Yes
Heritage Protection

History and Historical Context

Michael Connolly was formerly a merchant in Launceston and in 1835 was one of the members of John Batman's Port Phillip Association, which sought to acquire new pastoral lands at Port Phillip through a treaty with the Aborigines. Connolly first came in Port Fairy in the 1830s and set up a whaling business with John Griffiths. In 1835, Connolly took up the site known as Goose Lagoon, situated 3 miles west of Port Fairy. This land was bounded on the south by the Southern Ocean and the coast in this vicinity was known as Leura Bay. [Earle, 1896, p. 27] Michael Connolly and his wife Rachel (nee Cox; nee Bostock?) were well established at Goose Lagoon by 1845 when the Superintendent of Port Phillip District (and later Governor of Victoria), C.J. La Trobe, stayed with them at Leura. [Powling, 1980, p. 85] The house probably dates to 1845, but is possibly older. In 1855, a bushfire threatened the house at Leura. [Powling, p. 138] Michael Connolly died in May 1855 and was buried at the Sandhills Cemetery or 'New Cemetery' situated in the sand hummocks. [Powling, p. 103] Prior to his death, Connolly had purchased 287 acres at Grassmere and in the early 1850s had donated a two-acre piece of this land for a non-denominational school there. [Sayers, 1972, p. 164]

Rachel Connolly held the pastoral license for Goose Lagoon from 1845 onwards. Local historian Pamela Marriott writes: 'When the Goose Lagoon road was being planned by the Belfast District Road Board, it was Rachel Connolly in the

1850s, who requested that people using the road not be allowed to view the house 'Leura', as she wished to retain her privacy.' [Marriott, 1988, p. 85] The new road skirted around the northern boundary of the property. A photograph of Leura, which appears to have been taken in the c.1860s, shows the homestead in a garden setting. The adjoining section has a projecting bay with timber final and barge boards to gable end. [Marriott, 1988, p. 84]

Sometime after the Connollys' time there, Leura was sold to Horace Flower. For Port Fairy historian J.W. Powling noted that in 1866 'Horace Flower's "Leura" was sold to John Gibson, of County Cavan, [Ireland], who had been a tenant-farmer on "Farnham".' [Powling, 1980, p. 222; Marriott, 1988, p. 56; Sutherland, 1888, vol. 2, p. 45] Gibson was a long-time councillor of the Shire of Belfast and was a breeder of high quality horses. He died in 1887. [Port Fairy BDM 1887; Earle, 1896, p. 39]

References
Australian Army map 'Port Fairy', 1942
Earle, William, 1973. *Earle's Port Fairy*, (1896) p.27
Marriott, Pamela M., 1988. *A Shamrock Beneath the Southern Cross* pp. 56-7,84-5
Powling, J.W., 1980. *Port Fairy: The first fifty years*
Sayers, C.E., 1972. *Of Many Things* p.164
Sutherland, Alexander", 1888. *Victoria and Its Metropolis*, vol. 2 p.45

Description

Physical Description

Updated by Context 2014:

Leura is located west of Port Fairy, overlooking at Goose Lagoon on the south side of the Princes Highway. The residence is sited on a rise and deliberately addresses Goose Lagoon, as the Princes Highway post-dates the construction of Leura. The residence was constructed in two main phases, and is principally constructed of timber and limestone rubble (rendered) in the restrained Georgian style. The earliest section of the building is the main (west) section, and is constructed of timber with limestone rubble internal walls. This section retains a high degree of integrity on the north side, where the original hand split timber weatherboards and three original timber casement doors survive. The original verandah, posts and floor has been replaced with modern materials on the northern elevation. Substantial changes have been made to the southern elevation of this part of the building, including new windows and doors, paving and a timber pergola added in the last 15 years. The roof is an unusually broad pitched gable and the corrugated iron has been replaced with colourbond. The second section of the building is in the form of a large gable arranged at a perpendicular angle to the remainder of the house, and is constructed of rendered limestone rubble in a typically Victorian style, having gable roof with projecting bay window to the northern elevation, and the eastern wall is punctuated by four regularly spaced double hung sash windows. A new timber addition has been added to the southern end of this section of the building.

Three early trees, which probably date from the 1880s survive at Leura. These are a Moreton Bay Fig (*Ficus macrophylla*) located immediately north west of the residence and a group of Monterey Cypress (*Cupressus macrocarpa),* Norfolk Island Pine *(Araucaria heterophylla) and* Moreton Bay Fig (*Ficus macrophylla*) are located approximately 60m further north west of the residence. The specimen Morteton Bay Fig close to the residence is in good condition, but the other group of trees are in poor condition.

Leura is approached by an attractive avenue planting of regularly spaced Monterey Cypress (*Cupressus macrocarpa*) which is in excellent condition.

Comparative Analysis

Leura Homestead is similar to a small group of surviving Georgian-style residences in Moyne Shire and Victoria. In Moyne Shire, it is comparable, for example, to William Carmichael's 'Harton Hills' homestead (built possibly 1840s) and is also similar to photos of the former Yambuk homestead (c. early 1840s; demolished). It is likely that Leura is more intact than Harton Hills and, as such, possibly one of the oldest intact homesteads in Victoria.

Statement of Significance

Updated by Context 2014:

What is significant?
Leura Homestead is an early timber and limestone rubble homestead on a modest scale, erected for Michael and Rachel Connolly by 1845, and possibly earlier. Connolly was a member of the Port Phillip Association in 1835 and thereafter became an early settler at Port Fairy. The house is a single-storey, Georgian-style residence with a projecting gabled bay, dating from c.1880. Of particular significance are the casement doors, original weatherboards, early chimney (in the limestone rubble section), window openings in the limestone rubble section and the Moreton Bay Fig Tree (c.1880) immediately west of the residence.

The modern sheds, including the garage and the bluestone outbuilding (rebuilt) are not significant.

How is it significant?
Leura Homestead is of historical and architectural significance to Moyne Shire.

Why is it significant?
Leura Homestead is of local historical significance on account of its early associations with Michael Connolly, and, with the European settlement of Port Fairy district and Victoria in the 1830s. The original section of the house is a rare surviving example of an 1840s residence. The Moreton Bay Fig is significant as an early planting associated with the homestead.(Criteria A & B)

Leura Homestead is of local architectural significance to Moyne Shire as an early colonial structure built in the Georgian style. The form and scale of the original residence (c.1840s) is still evident, as are the original casement doors, timber weatherboards and massive rubble chimney. The addition to the residence in the 1880s is also of architectural significance as it demonstrates the changing architectural styles and fashions from the early colonial period to the late Victorian, as evidenced in the different style, roof pitch, form, fenestration pattern and detailing of the two sections. (Criterion D)

Recommendations 2014

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes Moreton Bay Fig
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

HERITAGE CITATION REPORT

Name	BOODCARRA HOMESTEAD and GARDEN	**File No**	2415
Address	3098 PRINCES HIGHWAY, PORT FAIRY	**Significance Level**	Local
Place Type	Homestead Complex		
Citation Date	2006		

Boodcarra (Source; SLV, Accession no. H1742)

Recommended Heritage Protection	**VHR** No **HI** No **PS** Yes
Designer / Architect	James Mylne Knight

History and Historical Context

John Ritchie took up the extensive Aringa run (originally known as Urang Aranga) in 1845. There was a dwelling of some kind in existence here by the mid 1840s. Governor C.J. La Trobe recorded in his 'Memoranda of Excursions' that he stayed at Ritchies at Goose Lagoon at this time. Ritchie acquired the neighbouring property Boodcarra from James Mylne Knight in the 1850s. This was an extensive residence with 20-inch solid walls. A later former owner of Boodcarra, Betsy Martin, claims that the homestead was built by James Mylne Knight, who was a member of the Belfast District Road Board from 1853-57 (NT; Marriott, 1988).

Ritchie became a successful farmer and prominent local citizen, serving as a member of the Belfast and District Road Board when it formed in 1856 and as its President (Marriott, 1988:78). In 1864 Ritchie retired to St Kilda in Melbourne (Boldrewood, 1884:103).

HERITAGE CITATION REPORT

A photograph of Boodcarra taken by travelling photographer Joseph Soden in 1866 shows a large rambling house and the beginnings of a garden. There is a small Norfolk Island Pine planted in the front of the house (SLV).

A descendant, Mr Ian Ritchie, lived at Boodcarra until the early 1900s. In 1902 the Aringa, Boodcarra and Leura estates, together comprising 13,500 acres, were sold (Marriott, 1988:81; The Horsham Times, 28 October 1902, p.2).

When theproperty wasre-sold in 1958, the house was dilapidated and the garden neglected. Over the next six years the new ownersthey worked to restore the house.

References
National Trust of Australia (Victoria) (NT) file no. 2068 'Boodcarra'.
Boldrewood, Rolf, Old Melbourne Memories, 1884.
La Trobe, C.J. 'Memoranda of Excursions', MS collection, La Trobe Library.
Marriott, Pamela, *A Shamrock beneath the Southern Cross*, 1988.
Notable Pioneers No. 4 - 'John Ritchie of the Ritchie Run, Port Fairy', Western Historian, no. 56.
State Library of Victoria (SLV) Picture collection: Soden, Joseph. 'Boodcarra', photograph, 1866
[Compiled by district residents], 1994. Yambuk and District

Description

Physical Description

Single-storey Victorian homestead of ten principal rooms. Constructed from sandstone in a rectangular form with two projecting wings. The windows are multi-paned, some with the original handmade glass. The roof is iron and slate. There are four stone chimneys and one brick chimney. The property has an established garden with a number of mature trees. There is also a hay loft and adjoining stables.

COMPARATIVE ANALYSIS
Boodcarra is one of the oldest surviving pastoral homesteads in Moyne Shire, with the earliest sections dating to the 1850s. The homestead block is a rare example of continued European occupation since the early 1840s.

Statement of Significance

What is significant?
Boodcarra on the Princes Highway, at Goose Lagoon (approximately 6km west of Port Fairy), is a large single-storey Victorian homestead with an extensive garden. Built in the 1850s, the dwelling is built of sandstone with two projecting bays, a hipped roof and stone chimneys.

How is it significant?
Boodcarra on the Princes Highway at Goose Lagoon is of historical and architectural significance to Moyne Shire.

Why is it significant?
Boodcarra, Goose Lagoon, is of local architectural significance as an intact example of an early Victorian homestead. Boodcarra is one of an important collection of 1850s homesteads in Moyne Shire.

Boodcarra, Goose Lagoon, is of local historical significance for its role in the early pastoral settlement of the Port Fairy district and its association with the Ritchie family who settled at Aringa in the 1840s.

Recommendations 2006

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes All mature trees in garden
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO - individual

HERITAGE CITATION REPORT

Name	STONE COTTAGE, DRYSTONE WALL and TREES	**File No**	3214
Address	122 TOOLONG ROAD, PORT FAIRY	**Significance Level**	Local
Place Type	Cottage,Garden Residential		
Citation Date	2006		

Stone cottage 122 Toolong Road Toolong

Recommended Heritage Protection   **VHR** No **HI** No **PS** Yes

History and Historical Context

This residence appears to have been erected c.1860-1875. It was built of bluestone that was probably sourced locally. It was possibly built as part of John Alison's Toolong estate; alternatively, it was built on land acquired as freehold land and was a farmhouse for a small allotment.

Description

Physical Description

Small double-fronted Victorian cottage situated on the east side of the Toolong Road at Toolong. It is built of coursed bluestone, with a symmetrical facade and a front verandah. There is a hipped roof with a red brick chimney c.1910. There is a bluestone skillion to the rear back - possibly a former wash house or a detatched kitchen, and a later timber addition.

It has possibly been re-roofed recently and the front verandah appears to have been re-constructed. The garden is overgrown and the house difficult to see from the road. The garden includes a number of mature Cypress trees and old fruit trees. The dry-stone wall along the boundary with the roadside is well preserved. The house appears to be uninhabited. It is in a fair to poor condition.

COMPARATIVE ANALYSIS
This is an intact bluestone cottage built in the period c.1860-1875. Comparable examples include several cottages around Yangery and Illowa.

Statement of Significance

What is significant?
The small double-fronted Victorian cottage on the Toolong Road at Toolong, was probably erected in the period c.1860-1875. It is built of coursed bluestone, with a symmetrical facade and a front verandah. It was possibly erected as part of John Alison's Toolong estate; alternatively, it was acquired as freehold land and was a farmhouse for a small allotment.

Significant elements also include the rear skillion, stone cottage, and timber outbuilding, as well as the drystone wall on the boundary, mature fruit trees and mature *Cupresses macrocarpa* (Monterey Cypress).

How it is significant?
Small double-fronted Victorian bluestone cottage, situated on the east side of the Toolong Road, Toolong, is of historical and aesthetic significance to Moyne Shire.

Why is it significant?
Small double-fronted Victorian bluestone cottage, situated on the east side of the Toolong Road, Toolong, is of local historical significance as a representative example of a small farm cottage erected in the period c.1860-75.

Small double-fronted Victorian bluestone cottage, situated on the east side of the Toolong Road, Toolong, is of local aesthetic significance as a Victorian cottage; for its use of local bluestone; for its stone wall along the roadside; and for its garden setting.

Recommendations 2006

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes Cupressus macrocarpa (Monterey Cypress) and fruit trees
Fences & Outbuildings	No
Prohibited Uses May Be Permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	-

Other Recommendations

Add to HO - individual