

Fishermans Bend Heritage Study

Prepared for Places Victoria

11 June 2013

Biosis offices

AUSTRALIAN CAPITAL TERRITORY

Canberra

Floor 1, Unit 3, 38 Essington Street
Mitchell ACT 2911

Phone: (02) 6241 2333
Fax: (03) 9646 9242
Email: canberra@biosis.com.au

NEW SOUTH WALES

Sydney

Unit 14, 17-27 Power Avenue
Alexandria NSW 2015

Phone: (02) 9690 2777
Fax: (02) 9690 2577
Email: sydney@biosis.com.au

Wollongong

8 Tate Street
Wollongong NSW 2500

Phone: (02) 4229 5222
Fax: (02) 4229 5500
Email: wollongong@biosis.com.au

QUEENSLAND

Brisbane

Suite 4 First Floor, 72 Wickham Street
Fortitude Valley QLD 4006

Phone: (07) 3831 7400
Fax: (07) 3831 7411
Email: brisbane@biosis.com.au

VICTORIA

Ballarat

506 Macarthur Street
Ballarat VIC 3350

Phone: (03) 5331 7000
Fax: (03) 5331 7033
Email: ballarat@biosis.com.au

Melbourne (Head Office)

38 Bertie Street
Port Melbourne VIC 3207

Phone: (03) 9646 9499
Fax: (03) 9646 9242
Email: melbourne@biosis.com.au

Wangaratta

16 Templeton Street
Wangaratta VIC 3677

Phone: (03) 5721 9453
Fax: (03) 5721 9454
Email: wangaratta@biosis.com.au

Document information

Report to:	Places Victoria
Prepared by:	Gary Vines
Biosis project no.:	16364
File name:	16364 Fishermans Bend Draft Report.docx

Citation: Biosis (2013). Fishermans Bend Heritage Study. Report for Places Victoria. G Vines, Biosis Pty Ltd, Melbourne

Document Control

Version	Internal reviewer	Date issued
Draft version 01	Gary Vines	09/05/2013
Draft version 02	Gary Vines	28/05/2013
Draft version 03	Asher Ford	07/06/2013

© Biosis Pty Ltd

This document is and shall remain the property of Biosis Pty Ltd. The document may only be used for the purposes for which it was commissioned and in accordance with the Terms of the Engagement for the commission. Unauthorised use of this document in any form whatsoever is prohibited.

Disclaimer:

Biosis Pty Ltd has completed this assessment in accordance with the relevant federal, state and local legislation and current industry best practice. The company accepts no liability for any damages or loss incurred as a result of reliance placed upon the report content or for any purpose other than that for which it was intended.

Summary

Places Victoria has engaged Biosis Pty Ltd to undertake a limited heritage assessment and historical account for the Fishermans Bend Urban Renewal Area (FBURA).

The heritage assessment and historical account will form part of the strategic planning work that Places Victoria is coordinating for Fishermans Bend. The Fishermans Bend project involves a planned progressive rezoning and redevelopment of a very large already developed urban area, rather than a greenfields, brownfields or infill site.

The Urban Renewal Area is located in the City of Melbourne and City of Port Phillip, extending from the foot of Emerald Hill to Todd Road and from Williamstown Road and the Westgate Freeway. It includes parts of Port Melbourne known as Fishermen's Bend, and other regions such as Montague and the old South bank industrial area in the former cities of Port Melbourne and South Melbourne.

The existing mix of nineteenth and early twentieth century low scale residential, commercial and industrial development includes some early historic sites related to the growth of Melbourne's port, riverside industries and earliest workers suburbs. Layered over this is the late twentieth century remodelling of old heavy industry into service and communication, with newer warehousing facilities.

In addition to the thematic history and historical account, a brief tabulated and illustrated list of historic places has been compiled, which includes places both currently identified on heritage registers and overlays, as well as other places considered to have heritage potential, or which help to understand the character and historic themes of the study area.

Fishermans Bend once provided an extensive wetland habitat for flora and fauna that was an important resource for Aborigines, who may have occupied the area for thousands of years prior to European settlement. As the area was originally low lying swamp and sand ridges and on the fringes of settlement, it was considered a "wasteland" and became a convenient dumping ground for the undesirable activities that were shunned from the commercial and residential parts of Melbourne.

As a result there is now a metre or two of fill and rubbish across most of the area, only occasionally revealing the buried natural ground as a black humic layer over the original sands. This buried layer will contain any potential Aboriginal Archaeology. For much of the 19th century and the first decades of the twentieth, the area remained little occupied, with only the Montague working class area, scattered noxious industries, sand pits and dumping grounds.

The dispossessed and homeless of Melbourne found refuge in the 'Bend', with the rambling fishermen's camps along the beach, and, humpies and shacks thrown up by people making a living scrounging from the rubbish dumps, or just taking advantage of the quite undisturbed locality. The Montague area, once promoted as housing for artisans and renowned for a close knit community, became a notorious slum, leading to the Town Planning Commission in 1929 identifying the area for social housing, along with integrated transport and employment improvements.

The 1930s saw some dramatic expansion of industry, partly as a result of government stimulus programs and then for the war effort itself, while Port Melbourne prospered as an industrial heartland in the mid twentieth century.

While major 20th century industries such as GMH and the aircraft factories were outside the Fishermans Bend urban renewal area, they had a major impact on the whole suburb, attracting related manufacturers and employing local residents. This continued apace with increased post war migration through Station Pier and

the Fishermans Bend migrant hostel. Garden City was completed and local industries expanded, absorbing many migrant workers from both Britain and the 'New Australians' from Europe. A major concentration of automotive industry developed with the Rootes Group/Chrysler, AMI/Toyota and several associated manufacturers joining GMH. The Montague slums were rapidly converted to commercial and industrial uses.

As the area developed, some of the problems of flooding and drainage were improved by raising the ground levels and constructing new services. Much of the former surface was built up by fill, with slab floors over the old levels, conducive to preservation of the archaeological record for both Aboriginal and historic places.

Summary of Recommendations

General recommendations

In order to conserve and enhance the heritage character of the Fishermans Bend Urban Renewal Area, future development must be respectful of the built form, streetscapes and urban design as well as the intangible values of the former natural landscape and potential buried Aboriginal cultural heritage, which demonstrate the significant heritage and history of the area. Therefore in preparing future planning and policy frameworks, strategic designs and proposals for new buildings and works, a number of matters should be addressed as follows:

- Incorporate existing fabric of heritage listed and contributory character buildings into new developments wherever possible.
- Maintain the scale, form, materials, finishes, and where possible functions of building elements in new developments. For example avoid overwhelming scale which dominates an adjacent heritage building; maintain existing laneways, especially intact bluestone pitched fabric; retain and use existing access and entry points to buildings – for example the cobbled Railway place.
- Manage impacts to adjacent heritage places through appropriate design and planning
- Manage impacts to Aboriginal and historical archaeological resources through appropriate investigations, statutory approvals and conservation measures such as excavation, watching briefs and recording.

Recommendations for further investigation

Heritage places identified in this study may be appropriate for future statutory protection. At this time, however, the heritage assessment has not proposed specific planning scheme changes. Nor has it recommended any places for addition to the Victorian Heritage Register. Further research and analysis may, however, provide evidence to support inclusion of other places on the Heritage Overlay, Heritage Register and Heritage Inventory.

Places recommended for further investigation with a view to inclusion on the Victorian Heritage Register (VHR):

- Dunlop Factory, Normanby Road
- Laycock & Sons, Laconia Blanket Mills, Normanby Road.
- Johns & Waygood, 408 - 430 City Road

Places recommended for further investigation with a view to inclusion on the Heritage Overlay

- Electricity Substation, cnr. Munro & Johnston Streets
- Horse Trough, Ingles Street cnr. City Road

- Rootes/ Chrysler factory, 11-19 Salmon and Plummer Streets
- Two story shops, 498-500 City Road
- House, 506 City Road
- Shops, 159-63 Montague Street

It is also recommended that the existing statement of significance for Heritage Overlay HO4, be amended to include the properties as follows:

- Holvex Pty Ltd, 144 Ferrars Street cnr, Thistlethwaite Street
- Shop & Residences, 123-5 Ferrars Street
- Post war factory, Meaden Street

A number of potential archaeological sites have been identified, which may retain buried evidence of Aboriginal occupation, early European settlement or industrial activities. Some historic sites may be appropriate for inclusion on the Heritage Inventory, but documentation is insufficient at present to meet recording requirements. Therefore it is recommended that further research is undertaken, to establish relative levels of historic structures, modern ground surfaces and excavation depths of overlying buildings, followed by completion of Heritage Inventory site cards for archaeological places which may be intact.

Similarly Aboriginal archaeological deposits may survive buried beneath later fill. It is recommended that a voluntary Cultural Heritage Management Plan is prepared to facilitate management of potential Aboriginal cultural heritage.

Table 1: Summary of Recommendations

Place	Number	Recommendation
Previously recorded heritage places	32	<ul style="list-style-type: none"> • Conservation and adaptive reuse of critical heritage buildings in accordance with the Port Phillip Planning Scheme recommendations. • Preparation of conservation management plans (CMP) for sites of significance which are likely to undergo redevelopment. • In some cases, undertake archaeological investigation prior to development.
Newly identified places	14	<ul style="list-style-type: none"> • As a general principle, attempt to retain and conserve all places which contribute to the historical character of the precincts. Consider inclusion of these places on the heritage overlay in future reviews and amendments. • For contributory places within HO4 – modify the statement of significance to include specific mention of these other industrial and commercial buildings. • For places where significance has not been established, undertake further historical research and site inspection to determine possible significance, where significance does not warrant conservation, record site before development. • Consider identified contributory and character places for adaptive reuse as local interest architectural value.

Place	Number	Recommendation
Potential archaeological places	14	<ul style="list-style-type: none"> • Additional research into listed potential archaeological places and if evidence supports, completion of Heritage Inventory records • Develop an archaeological investigation strategy for the Montague precinct, which identifies representative sample areas with higher likelihood of survival of significant archaeological remains. • Further Archaeological investigation, site research and possible test excavation of specific sites prior to development, or archaeological watching brief, where test excavation may not be warranted.
Adjacent heritage places	7	<ul style="list-style-type: none"> • Consideration design and planning impact of adjacent development. • Opportunities for interpretation and influencing character and design of new developments
Aboriginal archaeological potential	8 areas	<ul style="list-style-type: none"> • Undertake voluntary desktop Cultural Heritage Management Plan

Recorded Places

Places identified in the Fishermans Bend Urban Renewal Area have been mapped according to five categories and these are shown in the following Maps as follows:

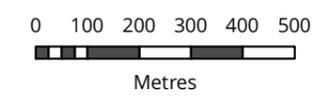
- Places currently included on Heritage registers and inventories (Figure 1);
- Newly identified places of historic interest which may warrant further investigation and conservation measures (Figure 2);
- Places with historical archaeological potential (Figure 3);
- Heritage places adjacent to the study area (Figure 4); and
- Areas of Aboriginal archaeological potential (Figure 5).



Legend

- Study Area
- Heritage Overlay

Figure 1: Existing places which are included in the Heritage Register, the Heritage Inventory and the Heritage Overlay



Scale: 1:12,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 557



Biosis Pty Ltd
 Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

Matter: 16364,
 Date: 03 June 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: sflack
 Location: P:\16300s\16364\Mapping\16364_F45_ExistingPlaces

© 2010 DigitalGlobe © 2010 GeoEye © 2013 Microsoft Corporation

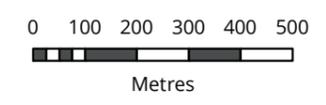




Legend

- + Places of potential historical significance
- Study Area

Figure 2: Additional places that are considered to be of potential cultural heritage significance

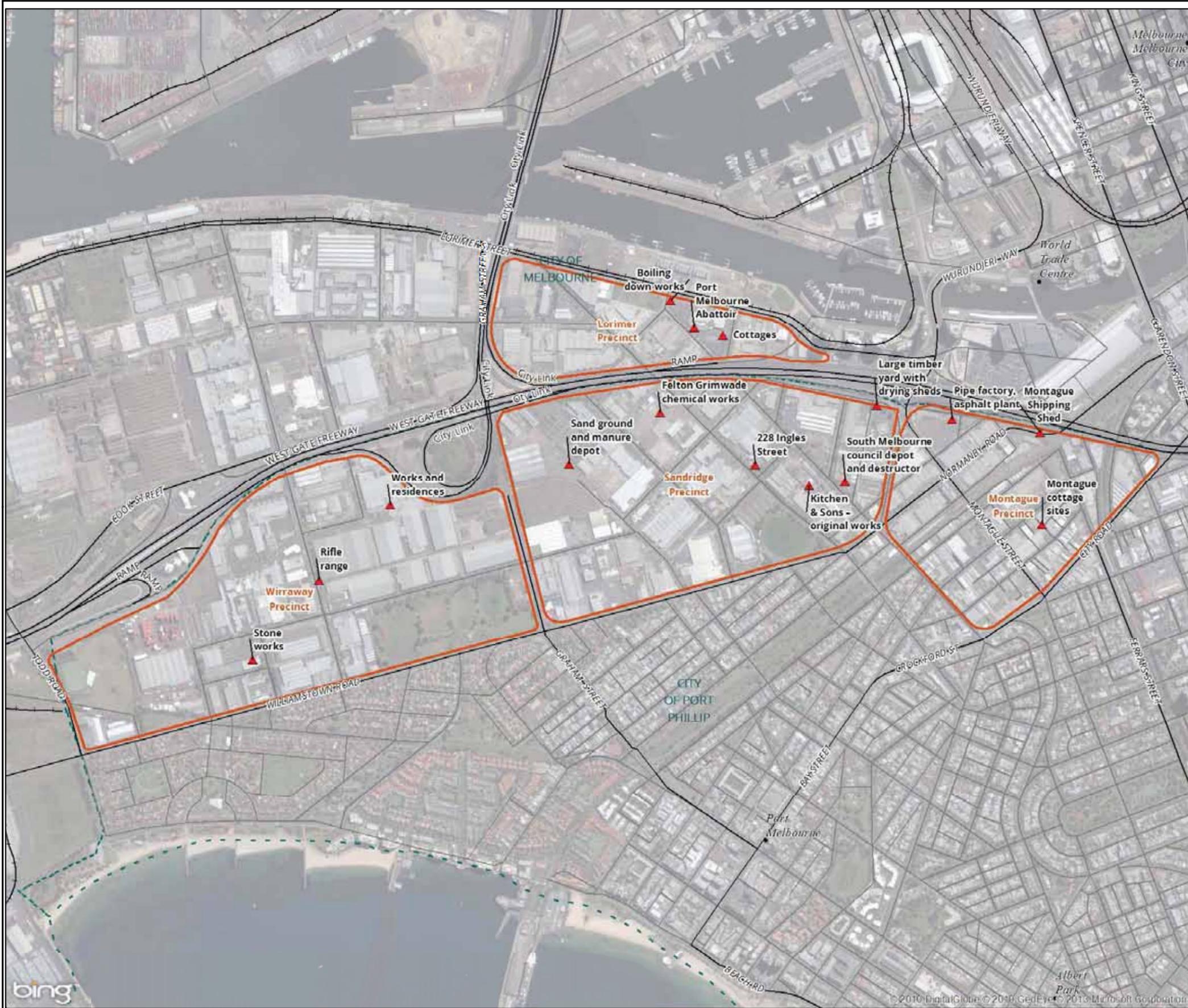


Scale: 1:12,000 @ A3
Coordinate System: GDA 1994 MGA Zone 558



Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

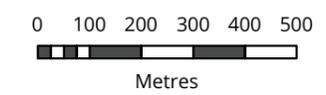
Matter: 16364,
Date: 03 June 2013,
Checked by: GV, Drawn by: JMS, Last edited by: sflack
Location: P:\16300s\16364\Mapping\16364_F46_AdditionalPlaces



Legend

- ▲ Areas of historical archaeological potential
- ▭ Study Area

Figure 3: Areas of historical archaeological potential



Scale: 1:12,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55



Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

Matter: 16364,
Date: 12 June 2013,
Checked by: GV, Drawn by: JMS, Last edited by: smitchell
Location: P:\16300s\16364\Mapping\16364_F47_HistoricalArchPotential



© 2010 DigitalGlobe © 2010 GeoEye © 2013 Microsoft Corporation



Legend
 Study Area

Figure 4: Heritage places adjacent to the study area

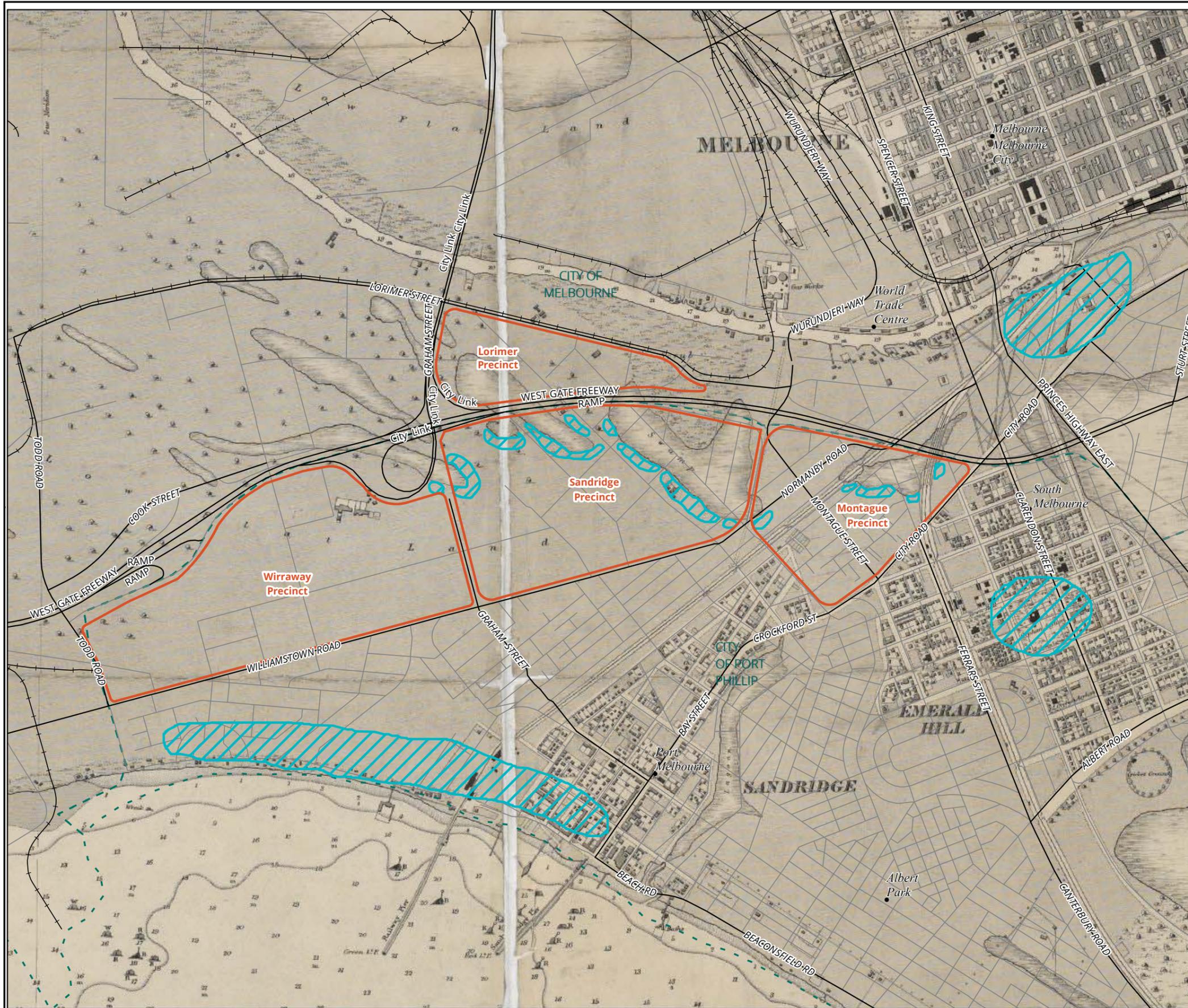
0 100 200 300 400 500
 Metres

Scale: 1:12,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 5510



Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

Matter: 16364,
 Date: 03 June 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: sflack
 Location: P:\16300s\16364\Mapping\16364_F48_HeritagePlaces



Legend

- Study Area
- Aboriginal archaeological potential

Figure 5: Areas of subsurface Aboriginal archaeological potential

0 100 200 300 400 500
 Metres
 Scale: 1:15,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 5511

biosis
 Bios Pty Ltd
 Ballarat, Brisbane, Canberra, Melbourne,
 Sydney, Wangaratta & Wollongong

Matter: 16364,
 Date: 03 June 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: sflack
 Location: P:\16300s\16364\Mapping\16364_F49_ArchPotential

Table of Contents

Summary	3
Summary of Recommendations.....	4
Table of Contents	12
1 Background and Purpose.....	16
1.1 Assessment Objectives.....	16
1.2 Study Area	17
1.3 Consultation	17
1.4 Methods.....	19
1.5 Limitations.....	20
2 Statement of Significance for the Fishermans Bend Urban Renewal Area	21
3 Maps of Historical Development	22
3.1 Settlement to 1850s.....	22
3.2 1860s and 80s – roads, railways and canal.....	22
3.3 1890s-1900s.....	23
3.4 1930s and wartime	25
3.5 Post War	26
4 History	28
4.1 Environmental determinants on land use.....	28
4.2 Aboriginal history	31
4.3 Discovery and survey.....	32
4.4 Early settlement.....	34
4.5 Formation of towns and local government	34
4.6 Wasteland, wetland and wildlife	36
4.7 Noxious trades and industry	37
4.8 Port Development.....	44
4.9 Roads and Rail.....	51
4.10 Humpies and Montague Slums.....	56
4.11 Industry Wartime and post war development	61
4.12 Civic improvement and social history.....	67
5 Places.....	70
5.1 Previously recorded heritage places.....	70
5.2 Newly identified heritage places	86
5.3 Archaeological places	93
5.4 Adjacent heritage places.....	100
5.5 Aboriginal Heritage	104

6 Conclusion	106
6.1 General conclusion	106
6.2 Recommendations.....	106
Appendix – Bird observations at Fishermen's Bend	110
Bibliography	111

Figures and Tables

Tables

Table 1: Summary of Recommendations	5
Table 2: Places with an existing heritage designation.....	70
Table 3: Newly identified places not subject to a heritage designation	86
Table 4: Potential Archaeological Places	94
Table 5: Places adjacent to study area	100

Figures

Figure 1: Existing places which are included in the Heritage Register, the Heritage Inventory and the Heritage Overlay.....	7
Figure 2: Additional places that are considered to be of potential cultural heritage significance.	8
Figure 3: Areas of historical archaeological potential.	9
Figure 4: Places adjacent to the study area.....	10
Figure 5: Areas of subsurface Aboriginal archaeological potential.....	11
Figure 6: Location of the study area.....	18
Figure 7: Russell's Map of Melbourne 1837	22
Figure 8: Cox 1864 Plan showing swamps in West Melbourne	23
Figure 9: Sands & McDougall Port Melbourne Map 1887 – note spelling of Fishermans Bend and area of 'loose sand'	24
Figure 10: MMBW 400ft -1in. c1897, Plan 18.....	24
Figure 11: Plan of Port Melbourne Parish of South Melbourne 1914.	25
Figure 12: 1945 Aerial Photo Fishermans Bend (Melbourne University Library).....	26
Figure 13: Ampol Road Map Melbourne 1956.....	26
Figure 14: Sands & McDougall Map 1956	27
Figure 15: Mosaic of Melway 1966 Street directory showing mostly developed land, the Migrant hostel and large industrial sites.....	27
Figure 16: Cox Plan 1864, showing section of Fishermans Bend and Sandridge	28
Figure 17: Geological Survey Plans 1959 and 1978, showing sedimentary units and sand quarries.	29
Figure 18: Geology of the study area	30

Figure 19: Map Shewing the site of Melbourne, Russell 1837 8168-P1-312-SYDNEY-M20 33

Figure 20: Melbourne and its suburbs compiled by James Kearney, draughtsman; engraved by David Tulloch and James D. Brown. Melbourne, Andrew Clarke, Surveyor General, 1855 35

Figure 21: Kitchen & sons Factory, from a company brochure. 38

Figure 22: 1894 MMBW Plan and current image of Kitchen & sons showing changed road pattern..... 39

Figure 23: View to east from near Port Melbourne Football Ground showing Kitchen & Sons and warehousing/timber yards beyond. 39

Figure 24: Felton Grimwade chemical and bisulphide works Port Melbourne, *Australasian Sketcher* March 12, 1884, SLV A/S12/03/84/43 40

Figure 25: MMBW Plan 18 showing Stone Works – distortion from GIS registration. 41

Figure 26: Dunlop factory from the air looking east along Normanby Road..... 42

Figure 27: Beginnings of Johns & Waygood works (State Library Vic) 42

Figure 28: Johns & Waygood head office, 1965, South Melbourne, Victoria, Wolfgang Sievers photo National Library nla.pic-vn3312669 43

Figure 29: Melbourne Theatre Co Store Railway Place and Douglas Street since 1977..... 44

Figure 30: "Plan of the City of Melbourne and Port Phillip Bay: shewing the proposed ship canal and docks Melbourne: Collins & Co., [1853?]" <http://handle.slv.vic.gov.au/10381/117444> 46

Figure 31: Plan for proposed Ship Canal, 1860 John Millar 47

Figure 32: Plan of ship canal & site for docks [cartographic material] / submitted by Robert Adams Melbourne: Photo-lithographed by J.W. Osborne, at the Dept. of Lands and Survey 1860 48

Figure 33: Proposed ship canal and docks, port of Melbourne Victoria. Dept. of Lands and Survey Melbourne: Photo-lithographed at the Dept. of Lands and Survey by J. Noone 1875..... 48

Figure 34: Coode Plan for Melbourne's Docks State Library Victoria, note "Fishermans Bend" in top left. 49

Figure 35: View across Australia Wharf to the south bank, note huts (Lewis 1994:21 cited in Duncan) 50

Figure 36: Yarra River and Port of Melbourne showing widening operations downstream of swinging basin. Between 1930 and 1948. 51

Figure 37: 'Sandridge Road as it will be', 1860 by R. Shepherd..... 52

Figure 38: Wiliamstown Ferry (Photo Frank & Wendy Rouse)..... 55

Figure 39: "Portuguese man living at Fisherman's Bend, Sandridge," "Police news", 14 April 1877 56

Figure 40: Fisherman's Bend Albert Tucker..... 57

Figure 41: The Sandridge train-Keeping the line clear.- A scene in North Sandridge.. Illustrated Australian news. 25, 9, 1888<http://handle.slv.vic.gov.au/10381/208269>..... 58

Figure 42: The Argus (Melbourne, Victoria: 1848 - 1957), Thursday 6 March 1919, page 8 59

Figure 43: Lancaster Bomber demonstrated at Fishermans Bend Airfield..... 61

Figure 44: Aircraft Factories Fishermans Bend, with runways beyond. 62

Figure 45: Motor Racing in the 1950s 62

Figure 46: Plan of race tracks at Fishermans Bend Runways..... 62

Figure 47: GMH looking over the empty expanse of Fishermans Bend c 1940. State Library Victoria H91.160/259 63

Figure 48: Rootes Factory looking west, Williamstown Road on the left http://www.sunbeam.org.au/?page_id=1119 64

Figure 49: Rootes factory on the corner of Salmon Street and Williamstown Road..... 65

Figure 50: One of the surviving Rootes buildings on Salmon St. 65

Figure 51: Linemen's Training School Fishermen's Bend in 1945. 66

Figure 52: McPhersons South Melbourne Show Room, Wolfgang Sievers c 1960..... 67

Figure 53: Plan of Fishermans Bend Migrant Hostel 1969..... 68

Figure 54: Existing places which are included in the Heritage Register, the Heritage Inventory and the Heritage Overlay..... 85

Figure 55: Additional places that are considered to be of potential cultural heritage significance..... 92

Figure 56: Sample form MMBW 40Ft plan 489 showing detail of building and street construction with contemporary photo comparison..... 93

Figure 57: Cottage sites on Wolseley Street off City Road, in MMBW Plan and current aerial photo. 94

Figure 58: Areas of historical archaeological potential. 99

Figure 59: Places adjacent to the study area..... 103

Figure 60: Areas of subsurface Aboriginal archaeological potential..... 105

1 Background and Purpose

Places Victoria has engaged Biosis Pty Ltd to undertake a limited heritage assessment and historical account for the Fishermans Bend Urban Renewal Area (FBURA).

The heritage assessment and historical account will form part of the strategic planning work that Places Victoria is coordinating for Fishermans Bend. The purpose of the work is to prepare a comprehensive history of the area (pre and post contact), identify areas of potential historical significance, review, confirm and identify areas of cultural significance, and make recommendations for the conservation of the cultural heritage of the area.

The Fishermans Bend project is unusual for both Places Victoria and broad-acre development in Victoria, in that it involves a planned progressive rezoning and redevelopment of a very large already developed urban area, rather than a greenfields, brownfields or infill site. As such it presents unique issues as well as opportunities. The existing mix of nineteenth and early twentieth century low scale residential, commercial and industrial development includes some early historic sites related to the growth of Melbourne's port, riverside industries and earliest workers suburbs. Layered over this is the late twentieth century remodelling of old heavy industry into service and communication, with newer warehousing facilities.

1.1 Assessment Objectives

The Fishermans Bend Study is intended to provide the following:

- Historical Account and Points of Interest, both for pre-contact and post contact, and in relation to history, use, settlement, development, anecdotes and any other relevant information or points of interest.
- History of post-contact settlement and development of the study area (based on thematic history Approach) which specifically addresses the history of the physical development of the study area since post-contact occupation. It will isolate and explain those aspects and themes that are crucial to understanding the area and the historic physical fabric as it exists today.
- The research for the history addresses:
 - the location and applicable themes of places of potential cultural significance;
 - potential significance for which physical evidence may be negligible or sub-surface, such as historic and archaeological sites; and
 - a context for the comparative assessment of places of cultural significance.
- Review existing available sources of information and identify the key themes in the historical development of the area. Victoria's Framework of Historical Themes developed by Heritage Victoria shall be used as a checklist in producing the history (Attachment 3).
- Maps, plans and other documents that may show the location of early buildings, structures, elements and activities that may be of potential heritage significance. Illustrative material should be incorporated within the history where possible and appropriate. Buildings, structures, elements and activities shown on these early plans should be further evaluated during the heritage study process for their potential heritage significance, including archaeological importance.

- A series of simple maps that show broad land-use and settlement patterns at different periods in the development of the study area.
- A Statement of Significance for the heritage of the study area shall also be finalised.

1.2 Study Area

The Fishermans Bend urban renewal area consists of 240 hectares and has been divided into four precincts. The Lorimer Precinct is located in the City of Melbourne on the eastern side of the Bolte Bridge between Lorimer Street and the Westgate Freeway and was named after Sir James Lorimer, who was President of the Melbourne Chamber of Commerce in 1868-70, founding chairman of the Melbourne Harbour Trust, a founder of the Free Trade League, and member of the Victorian Parliament.

Montague, Sandridge, and Wirraway Precincts are in the City of Port Phillip. Montague is named for Montague Street (and also the Station and School), with the street itself named by the Government in 1852 for John Montagu, 4th Earl of Sandwich, and the corrupt and incompetent First Lord of the Admiralty from 1771 to 1782. Sandridge was the original name for Port Melbourne. Wirraway is named for the training and general purpose military aircraft built by the Commonwealth Aircraft Corporation at Fishermans Bend between 1939 and 1946.¹

1.3 Consultation

In accordance with the client's requirements, no consultation with Aboriginal communities or State regulatory bodies has been undertaken for this due diligence assessment. Consultation has been undertaken with:

- Matthew Snow Development Manager Places Victoria
- Kay Rowan Historian 9209 6558
- Leon Yates Heritage and Urban Design Advisor 9209 6879
- Alicia Burnett city of Port Phillip ABurnett@portphillip.vic.gov.au

Places Victoria provided drafts of the report to Heritage Victoria and Aboriginal Affairs. Responses from these organisations were received and their comments considered in the final version of the report.

Aboriginal Affairs indicated that the "...predictive model as to where Aboriginal cultural heritage might be expected within the subject area," "useful and well argued", and that the recommendations were supported by the Office of Aboriginal Affairs Victoria. AAV also noted that while a mandatory cultural heritage management plan is not triggered, a voluntary plan was advised.²

Heritage Victoria requested some minor changes to bring formats for site records and statements of significance in line with Heritage Victoria standards and supported the proposal to recommendation to undertake additional assessment of some places to determine whether there are places of state significance in the study area.³

¹ Streets of South Melbourne, <http://streetsofsouthmelbourne.wordpress.com/introduction/> accessed 9/5/13

² Liz Kilpatrick / Harry Webber AAV to Matthew Snow, Places Victoria, 11 June 2013. (email)

³ Tracy Avery, Heritage Victoria, to Matthew Snow, Places Victoria, 5 June 2013 file/13/000478-01

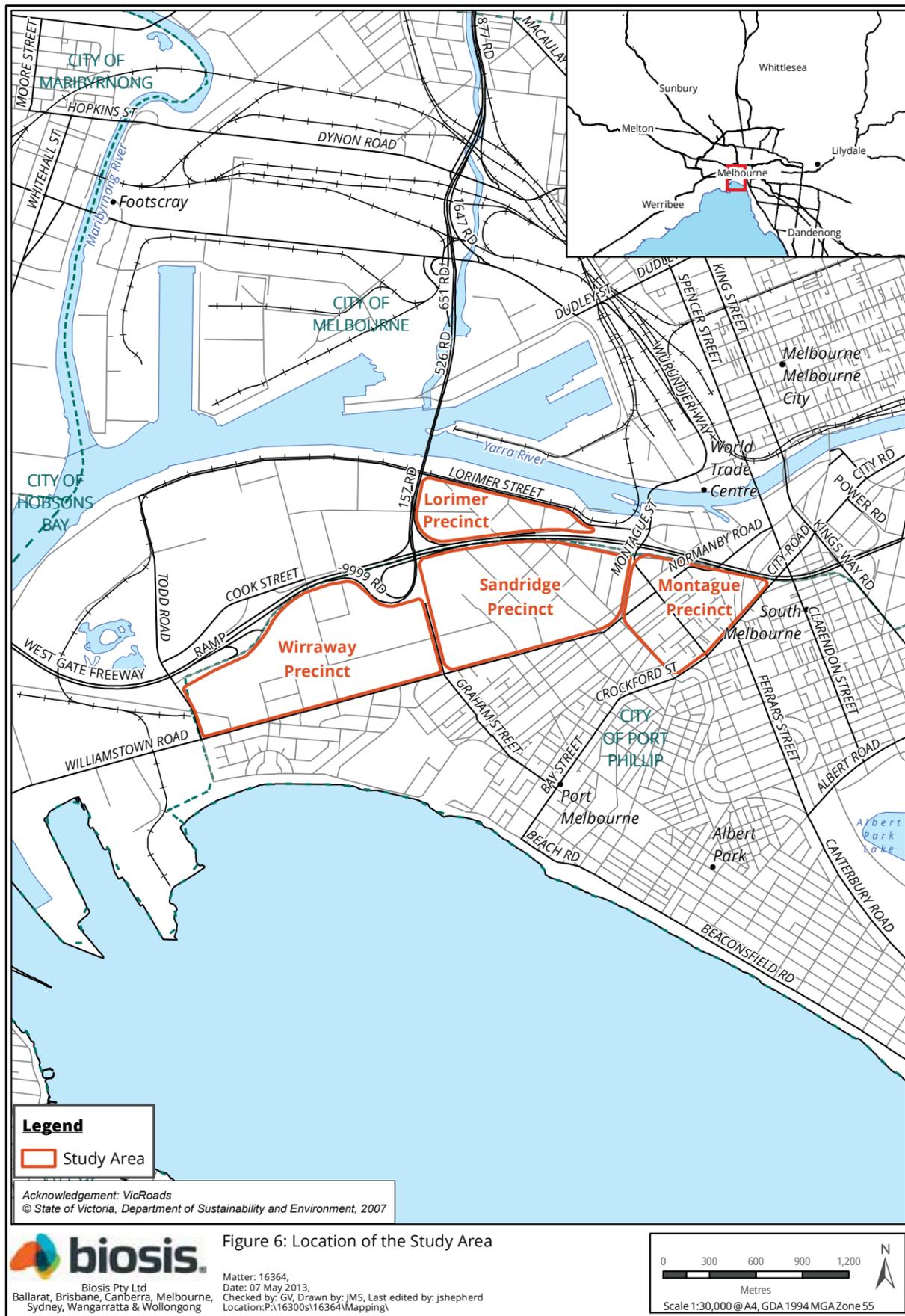


Figure 6: Location of the Study Area

1.4 Methods

During the site inspection, a vehicle and pedestrian survey of the entire study area was carried out. Field notes were taken recording the general condition and character of the study area, vegetation type, topography and areas of archaeological potential. Landforms and views of the study area were also recorded using digital photography.

Methods for a historical and archaeological desktop assessment for this project, which comprehensively documents the cultural heritage values and issues relevant to Places Victoria in their development of their strategic framework plan for the FBURA, have included the following tasks:

- Provide notification of intent to undertake an archaeological survey to Heritage Victoria, Aboriginal Affairs Victoria and Aboriginal community organisations.
- Contact local historical societies, National Trust and local heritage and history groups regarding their views on the cultural heritage of the Fishermans Bend area and identification of any previously unrecorded archaeological sites or heritage places, historic themes, accounts of local history and documentary sources.
- Undertake background research and literature review to determine known and potential cultural heritage values on the following registers: Victorian Aboriginal Heritage Register, Victorian Heritage Register/Inventory, National and Commonwealth Heritage Registers, former Register of the National Estate/Australian Heritage Places Inventory (AHPi), National Trust Register and the City of Port Phillip Planning Scheme Heritage Overlay. We will examine, collate and analyse any previously undertaken heritage or archaeological studies/reports and assessments, published histories, archival sources, prior land use history and available survey or online heritage or governmental environmental data for the project area.
- Prepare a series of historical maps and plans to a consistent rectified scale. A primary source for historical archaeological data will be the MMBW Sewage plans and property connection plans, which provide a snapshot in time of the area in the 1890s-1900s. In addition maps from the Low Lands Commission and Noxious Trades Commission (1870s-1880s), as well as Harbour Trust plans from the 1870s-1940s, will be tabulated and locations of potential historic and archaeological sites and features will be analysed, documented and geo-referenced.
- Conduct a targeted field survey of the subject land, which will focus on areas of likely post contact cultural heritage identified from background research or consultation and visible potential ground features determined from a windscreen reconnaissance survey. During this survey photographs of all heritage items will be taken from publically accessible locations. Attention will be paid to architectural and design elements, which help define the urban character of the precincts.
- Evaluate landform and cultural landscape, based on historical background map and aerial photo interpretation and field inspections, to determine the character of the pre-European settlement landscape, the possible cultural uses of this landscape and influence on settlement patterns, historical land use and potential survival of aboriginal and historical archaeological evidence.
- Prepare site mapping using ARC GIS, showing all previous and new heritage places including location and extent of places, and keyed according to place types. Heritage places and features will be plotted as polygons on current cadastral and planning scheme base maps.
- Prepare limited thematic environmental history (Heritage Assessment)

1.5 Limitations

Limitations in undertaking the study included:

- Limited original research, e.g. property titles, rate books and detailed property records could not be consulted
- Property owners were not approached
- Access to private property was not available
- History has been prepared from available secondary sources in the most part, confirmation and checking of sources was not undertaken

2 Statement of Significance for the Fishermans Bend Urban Renewal Area

What is Significant?

The Fishermans Bend Urban Renewal Area comprises the area from Southbank to Todd Road, comprising the Sandridge and Wirraway precincts between the Westgate Freeway and Williamstown Road, and including the Montague Precinct bounded by City Road and Boundary Street, and the Lorimer Precinct bounded by Lorimer Street and the Bolte Bridge. The precinct comprises nineteenth and early twentieth century industrial buildings in the Montague precinct, including Johns & Waygood, National can Co, Dunlop Rubber, Laycock Blanket Mills, Kitchen Bros and Felton Grimwade; the remnants of the former working class housing and commercial area of Montague; and the mid 20th century industrial development of the Sandridge and Wirraway precincts. There is also archaeological potential for nineteenth century noxious industries and fringe settlements scattered through the precinct, and potential Aboriginal archaeological evidence related to campsites beside former wetlands, buried beneath layers of fill.

How is it Significant?

Fishermans Bend Urban Renewal Area is of historical, social, architectural and archaeological significance to the State of Victoria.

How is it Significant?

The Fishermans Bend Urban Renewal Area is a significant urban landscape in Melbourne. The place demonstrates historical, social and architectural significance in however, widely distributed, and somewhat modified building fabric. The critical phases of the areas historical development are represented by layers urban forms, with evidence of the transition from wasteland, to vibrant industrial and workers residential area, to modern commercial activities.

The area is of historical and social significance in that it encompasses the long established residential and commercial strip along City Road and the former slum area of Montague, where residential uses had been transformed through 20th century slum reclamation. As such the fine scale of subdivision, remnant residential and commercial buildings, street and lane pattern, and range of building types and ages from the post slum period provide an important historical record of the changing nature of the suburb and the efforts of planners and social reformers to improve people's lives.

It has historical importance as a nineteenth century working class area associated with the growth of the Port of Melbourne and especially the bayside shipping activities of the port and with the industrial development of the shore line last century and the Yarra River flats this century. This importance is demonstrated not only by the housing stock and surviving industrial establishments but also by the diversity of commercial and public buildings within the Area.

Elements of the area have architectural significance in the range of periods and styles, again reflecting the changes and transformation of the Fishermans Bend area. These include late Victorian and boom period commercial facades, such as the several hotels along City Road and Montague Street, the early twentieth century industrial architecture of Dunlop, Laycock & Co, Kitchen & sons and Felton Grimwade, and the Art Deco and modernism of the mid twentieth century developments such as Rootes, BALM and Disco Mfg. Co. Such architecture both places the individual developments in time, but also demonstrates the level of importance of the undertakings in a period when manufacturing industry was the key economic driver for the nation.

3 Maps of Historical Development

3.1 Settlement to 1850s

Aboriginal occupants of Fishermans Bend may have travelled across the southern part regularly, around the Bay shoreline and between the wetlands at the Yarra river mouth and the freshwater at the falls. Travel to the north along the south side of the winding river course would have been difficult, due to swamps and thick tea tree scrub. A series of shallow swamps and wetlands roughly along the line of the present Westgate Freeway may have provided good camp sites. The southern edges of these were more likely to have been elevated. Emerald hill to the east of the activity area was probably an important camping area.

European Settlement was confined to the Sandridge Shoreline, and huts along the riverbank.



Figure 7: Russell's Map of Melbourne 1837

3.2 1860s and 80s – roads, railways and canal

In the three decades following the gold rush period, considerable urban development spread south of the Yarra, but was confined south of the Hobsons Bay Railway and on the edges of Emerald Hill where higher ground was available. A few scattered noxious trades spread over the flats. The Short road to Williamstown was improved in this period, opening up the Fishermans Bend flats for exploitation.

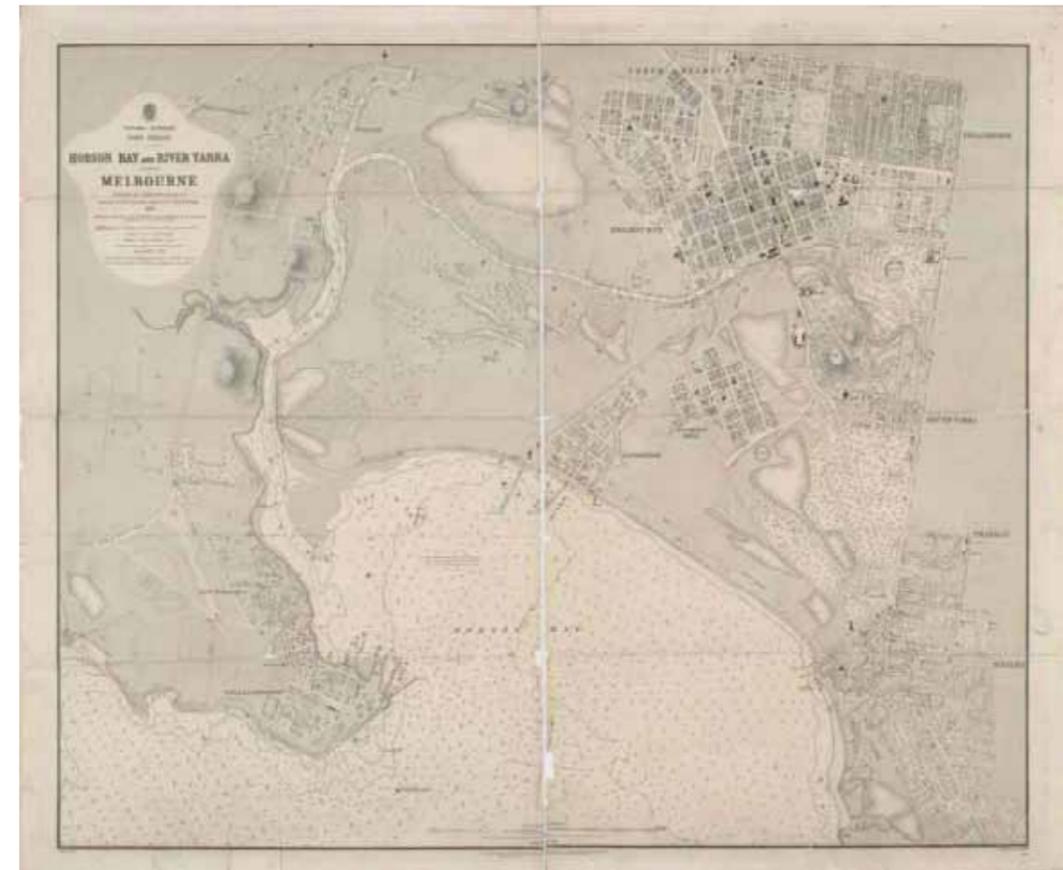


Figure 8: Cox 1864 Plan showing swamps in West Melbourne

3.3 1890s-1900s

The turn of the century saw some more concerted development around South Melbourne, with sand quarries and expanding noxious trades around Ingles and Boundary Streets, Williamstown Road was established, and the sewer brought an end to the manure depot. The dense workers housing area at Montague was filled to capacity and conversion to industry already commenced. During this period, sand flats are being exploited for sand quarrying, rubbish dumping and manure disposal. New road surveys are also undertaken with industrial lots developed around Plummer and Salmon Streets.

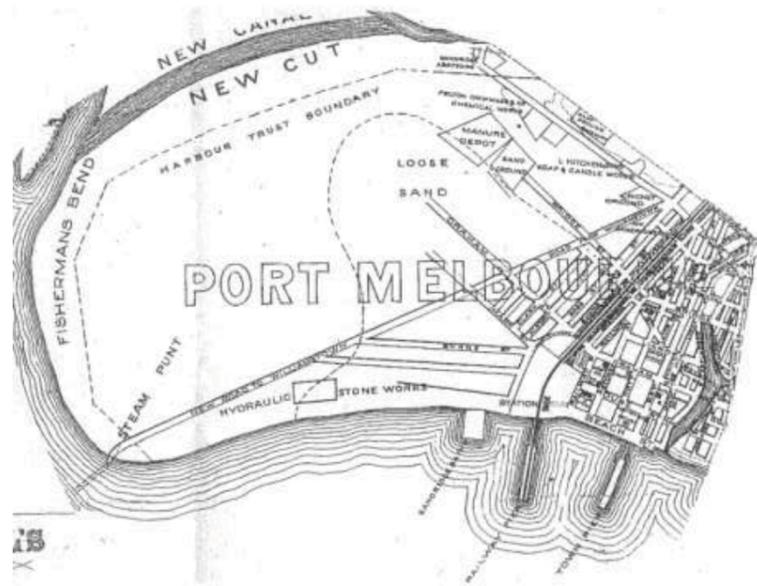


Figure 9: Sands & McDougall Port Melbourne Map 1887 – note spelling of Fishermans Bend and area of 'loose sand'



Figure 10: MMBW 400ft -1in. c1897, Plan 18.

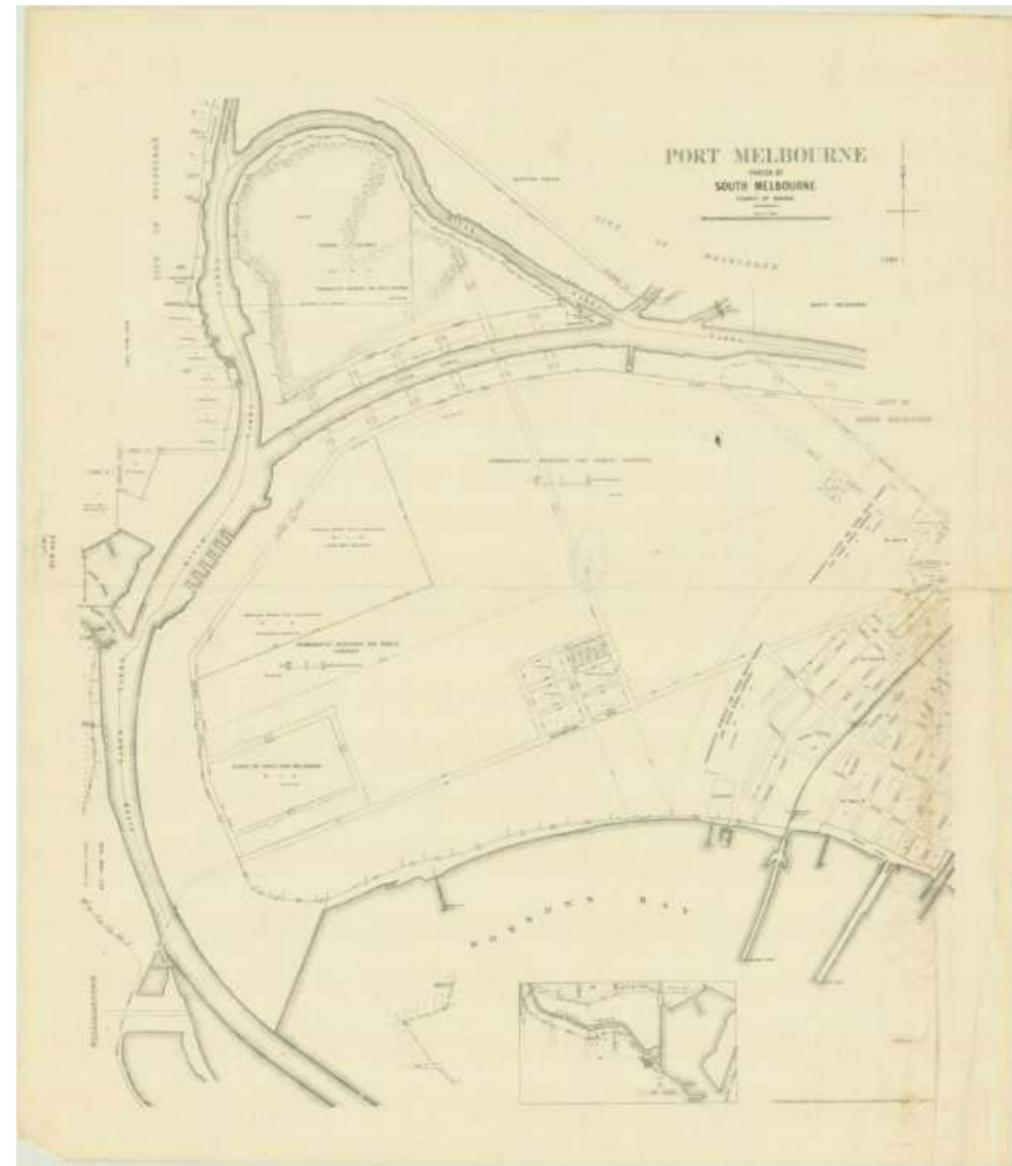


Figure 11: Plan of Port Melbourne Parish of South Melbourne 1914.

3.4 1930s and wartime

The major changes to Fishermans Bend had begun just prior to World War Two, with the establishment of the GMH factory. General Motors had previously erected an assembly plant and national administrative headquarters in City Road South Melbourne in 1926. Its expansion into Fishermans Bend was therefore a logical extension. Further industrial development spread along Lorimer Street up and down river, with almost continuous development from the swinging basin to the where Westgate Park now commences. A large area of wool stores were erected around Plummer Street to house the growing wool stockpile at a time exports

were curtailed. Timber yards were also expanded and the Fishermans Bend Airfield took up most of the western end of the precinct.



Figure 12: 1945 Aerial Photo Fishermans Bend (Melbourne University Library)

3.5 Post War

In the 1950s, the Fishermans Bend area became a major venue for both accommodation and employment of migrant workers under a vastly increased post war migration scheme. Garden City had been completed to its present extent and the former army barracks were converted to become the Fishermans Bend Migrant Hostel. Local industries such as GMH and the aircraft factories expanded, absorbing many migrant workers. The Rootes Group/Chrysler, AMI/Toyota and several associated manufacturers arrived and grew to create a major concentration of automotive industry. Montague was rapidly converted to commercial and industrial uses.

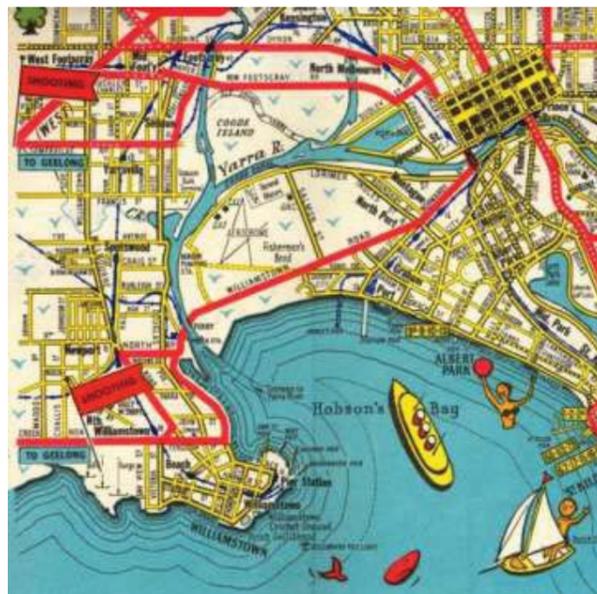


Figure 13: Ampol Road Map Melbourne 1956



Figure 14: Sands & McDougall Map 1956

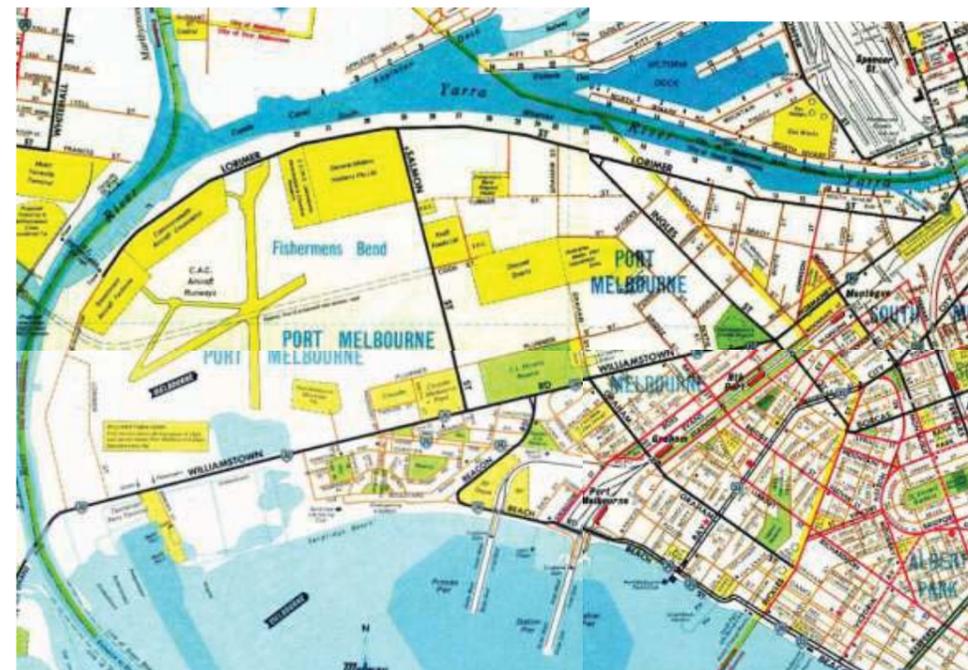


Figure 15: Mosaic of Melway 1966 Street directory showing mostly developed land, the Migrant hostel and large industrial sites.

4 History

4.1 Environmental determinants on land use

The nature of the landscape in the Fishermans Bend Urban Renewal Area has had an important affect on how the area has developed and its history. The Fishermans Bend Urban Renewal Area comprises a number of landforms:

The western slopes of Emerald Hill – This a prominence of the Older Volcanics stands proud of surrounding swamps and flats. The base of the hill reaches down to about City Road and Montague Street, with the area comprising the **Montague Precinct**, which straddles the railway and lies north of City Road, being a former swamp.

The Sandridge Road (City Road) ran along the higher ground at the foot of the hill, and then the dry ridge between the Port Melbourne Lagoon and swamps and sand ridges to the west. Williamstown Road also followed the higher ridges where possible, but required considerable more filling.

Further downstream was a large tidal marsh on the south side of the Yarra, commencing opposite the gasworks. This comprises most of the area of the **Lorimer Precinct**. Further east were a series of sand ridges and intervening swamps, formed by the progressive shift of the Yarra meanders across the estuary, and the accumulation of sand as former beach ridges were left behind as the shoreline receded. The Williamstown Road marks the approximate southern limit of these swamps and ridges. Another large marsh commenced beyond where Tod road now runs. The **Sandridge** and **Wirraway precincts** comprise much of this area.



Figure 16: Cox Plan 1864, showing section of Fishermans Bend and Sandridge

Fishermans Bend is a low lying area on the delta of the Yarra River. It was once a series of swamps and sand ridges composed of alluvium brought down by the river (Coode Island Silt) and beach sand.

The lower reaches of the Yarra, from the junction of the Maribyrnong River to the mouth was known in the past as Hobson's River. This section of the river has been the location of some of Melbourne's largest early

industries, but it was also one of the best habitats for wetland flora and fauna, and consequently an important food resource for Aborigines.

Although alterations to the natural course of the Yarra began in the mid nineteenth century with the construction of training walls, removing snags and trees from the river bank and dredging the river bottom, these changes had only minor impact on the surrounding mud flats, salt marshes, swamps and other estuarine land forms. It was not until the large scale land reclamation and filling from the Second World War, that the area lost its predominantly natural character.

The basement rocks of folded and faulted Ordovician and Silurian marine sediments are overlaid by Tertiary sands and gravels and older volcanics. Between one and five million years ago volcanic eruptions buried most of these older sediments west of Melbourne under basalt lava flows. However the erosive force of the Maribyrnong River has cut through the basalt to expose the older sediments. The older volcanic lava flows, capped by the Pliocene 'Red Bluff Sands' outcrop north of the Yarra estuary at Kensington and North Melbourne. Batman's Hill near Spencer St. appears to be the southern edge of this exposure.⁴

Slumping of the Port Phillip basin resulted in the formation of the bay and drowning of the river mouth which was subsequently filled by estuarine and fluvial sedimentation including the Coode Island Silt. These recent and Pleistocene sediments now form the estuaries and flood plains of the Maribyrnong and Yarra Rivers and the lower reaches of Moonee Ponds Creek. The flats extend between Melbourne and Footscray, and south from the basalt ridge of Kensington to the Bay including Fishermans Bend and most of Sandridge/Port Melbourne. Soils on these floodplains included silt deposited by floodwaters and swamp deposits of fine sand and silty clay. Raised beach ridges from wind-blown and wave-deposited sand were formed south of the Yarra River over much of Port Melbourne forming the geological unit known as the Fishermans Bend Sand.⁵

The shallow sand deposits were extensively exploited for building, roadmaking and other uses from the mid 19th century to the 1960s, while the deep Coode Island silt deposits, have continued to challenge foundation engineers, leading to several innovative structures, such as the 'Tea house' built on a massive raft of Red Gum, and the deep bored piles of the Kings Way Bridge.⁶



Figure 17: Geological Survey Plans 1959 and 1978, showing sedimentary units and sand quarries.

⁴ Geological Survey of Victoria, Melbourne Sheet SJ 55-1

⁵ N.J. Rosengren, *Sites of Geological and Geomorphological Significance in the Western Region of Melbourne*, Conservation Forests and Lands, Victoria, 1986.

⁶ Kings Way Bridge classification report, National Trust Bridges Database Reg. No. 4042



Legend

- Study Area
- Geological Units (1:250,00)**
- Coode Island Silt
- Older Volcanic Group
- Unnamed alluvium
- Unnamed coastal dune deposits
- Unnamed swamp and lake deposits

Figure 18: Geological map of the Study Area

0 150 300 450 600 750

Metres
 Scale: 1:15,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55



Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

Matter: 16364,
 Date: 07 May 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: jshepherd
 Location: P:\16300s\16364\Mapping\16364_F2_Geology

4.2 Aboriginal history

The first inhabitants of the Sandridge Flats and Yarra River estuary, would have moved into the area around 5-10,000 years ago only when the level of waters in Port Phillip Bay became stable, and the regular floods had deposited sufficient sediment to form dry land. The area would then have become an important resource-rich environment for Aboriginal people.

Aboriginal occupation of the Yarra Delta is presumed to have been relatively intensive, and an important part of their overall natural and cultural resources. This is based on speculation and extrapolation rather than solid archaeological, ethnographic or historical evidence.

However, William Thomas, Assistant Aboriginal Protector, noted in 1840 that:

By what I can learn, long ere the settlement was formed the spot where Melbourne now stands and the flats on which we are now camped [on the south bank of the Yarra] was the regular rendezvous for the tribes known as Warorangs, Boonurongs, Barraboos, Nilunguons, Gouldburns twice a year or as often as circumstances and emergencies required to settle their grievances, revenge deaths....⁷

Similarly, when Fawcner came across a group of Aborigines near Batman's Swamp he noted:

'...the Blacks at first alarmed, the women in particular. When I drove towards them threw themselves into strange but pleasing positions and bellowed loudly'.⁸

At the time of European settlement, Aboriginal people in the Central Victoria had a social, political, economic and cultural structure and organisation based on familial links and totemic associations or *Moeties*. A number of language groups (*Taung wurrung, Wadda wurrung, Dja Dja wurrung, Woi wurrung* and *Bun wurrung*) formed a loose coalition known as the Kulin Nation. The language groups were divided into a series of clans probably comprising extended families and social groups. The *Yalukit willam* clan of the *Bun wurrung* (or *Bunurong* as it is often referred to) occupied land which encompassed the coastal areas extending eastward from the Werribee River, through Williamstown and Sandridge to St. Kilda and therefore also incorporating Fishermen's Bend, Port Melbourne and South Melbourne.⁹

Robinson first listed them in his 1840 journal. Later, in 1900, Howitt and Fison refer to a difference between the Aboriginal groups at St. Kilda and at Sandridge.¹⁰ According to Howitt and Fison, the group at Sandridge had *bunjil* as their moiety, and the St Kilda group had *waa* as their moiety.¹¹

The preferred camping places of the *Woi wurrung* and *Bun wurrung* clans were along the south bank of the Yarra River, opposite the settlement of Melbourne and Government Paddocks (between Princess Bridge and Punt Road). A Government reserve run by George Langhorne was established in 1837 on an 895-acre site, south of the Yarra River to the east of Anderson Street near the present Botanic Gardens. The presence of a rock bar near Market Street on the Yarra held back the tidal inflow and so maintained fresh water above the 'falls' providing the most reliable drinking water in the area.¹²

South Melbourne was first known as Emerald Hill, after the hill on which the Town Hall stands, which was a green island surrounded by swamps. This was a traditional social and ceremonial meeting place for a number of Aboriginal tribes. A great gathering had been witnessed there in 1840 by a number of the early

⁷ Thomas in Presland, G. 1985. *Aboriginal Melbourne: the Lost Land of the Kulin People*. McPhee Gribble, Ringwood., 35

⁸ Billot, C.P. (1985). *The life and times of John Pascoe Fawcner*. Melbourne : Hyland House. p.14

⁹ Clark I. *Aboriginal Languages and Clans*. 1990,: 365

¹⁰ Clark 1990: 368

¹¹ Nicolson and du Cros 1999: 7

¹² Ian D. Clark, Toby Heydon 1998,, 25-7 *A Bend In The Yarra: A History Of The Merri Creek Protectorate Station*

European settlers. Corroborees were also recorded and painted by Wilbraham Liardet at Emerald Hill. In 1840 Richard Howitt described fifty men dancing there assisted by the musical accompaniment of women as a performance to '*haunt the soul for years afterwards*'.¹³

Woi wurrung and *Bun wurrung* people camped from the falls (near Princess Bridge) for approximately 1 mile south east along the river. A particularly favoured location for camping was on the hill overlooking 'Tromgin', a swamp south of the Yarra River. Robinson and Thomas, an Assistant Protector, reportedly spent much time throughout the late 1830s to mid 1840s attempting to 'break up' Aboriginal camps by the Yarra River.¹⁴

The *Yalukit willam* headmen at the time of European settlement were Derrimart (Derrimut) and Eurernowel (Benbow), always referred to by the white men as "King Benbow". Benbow built a hut on Batman's land where he lived with his wife "Kitty", and he and Derrimut helped in the search for the murderers of Franks and his shepherd. He is recorded hunting at Williamstown in Fawcner's diary in 1836. Derrimut died in 1864 and his memorial stone is located in the Melbourne General Cemetery.¹⁵

4.3 Discovery and survey

Knowledge of Port Phillip Bay came to navigators and settlers in New South Wales only 14 years after settlement had begun in Australia when on January 5 1802 Lieut. John Murray aboard the *Lady Nelson* observed what was 'apparently a fine harbour of large extent' through the heads which guard the entrance to Port Phillip Bay. Two months later on a second visit he entered the bay and took possession of the port in the name of George III. Seven weeks after this Captain Mathew Flinders, aboard the *Investigator*, sailed into the bay and reported an 'extensive harbour' surrounded by country which had 'a pleasing, and in many places a fertile appearance'.¹⁶

On the basis of the reports from Murray and Flinders, Governor King despatched his Surveyor-General, Charles Grimes with instructions to explore the shores of the Bay. On 2 February 1803 Grimes and his party rowed a small boat up the course of the Yarra River to its tidal limit. James Fleming, a member of his party later, described this place as 'the most eligible place for a settlement that I have seen'.¹⁷ Grimes also mapped the river and coastline at Fishermen's Bend and Sandridge, describing his visit thus:

At the usual time the same party as yesterday, with the addition of the doctor, went on shore; for about a mile the land was dry, a light sandy soil; afterwards a large swamp with three lagoons in it all dry. The land appears to be covered with water in wet seasons. Come to a salt lagoon about a mile long and a quarter of a mile wide; had not entrance to the sea. Soon afterwards came to a large river; went up it about a mile, when we turned back and waited for the boat to take us aboard. The ground is a swamp on one side...Saw many swans, pelicans and ducks.¹⁸

The accounts of the area either did not inspire confidence among the Sydney adventurers, or else the time was not ripe for further expansion of settlement as nothing more was heard from Port Phillip for two decades, until Hume and Hovell passed west of the Bay, initially believing they had reached Westernport. Another decade was to pass before an attempt at permanent settlement was made.

¹³ Howitt, 1904, *The Native Tribes of South East Australia*

¹⁴ Clark & Heydon 1998, 34-5, 40, 49

¹⁵ Presland, Land of the Kulin 1985.

¹⁶ R.D. Boys, *First Years at Port Phillip, 1834- 1842*. Melbourne 1959.

¹⁷ Flemming Journal??

¹⁸ Log book of Charles Grimes, 2.2.1803. Quoted in N. U'ren and N. Turnbull: *A History of Port Melbourne*, O.U.P. 1983, p.6 in Allom Lovell and associates: "Port Melbourne Conservation Study Review, vol.1, pp.13-14., and Ward A. Port Phillip Heritage Review Vol 1 2011, Version 15.p.26.

The name "Sandridge" was given by Surveyor William Darke when he prepared maps of the shoreline of Port Phillip Bay in 1836, although Edward Curr recorded the area along the beach where surveyors had laid out allotments with stringlines, as "The Beach".¹⁹

When the Government survey of Melbourne was carried out under Hoddle's supervision the streets were laid out around the existing huts to the east of Batman's farm on the north side of the Yarra river to take advantage of the high ground and avoid the swamps altogether. This geographic influence continued to determine all future land use in the area. As land around Melbourne was surveyed and sold, the higher and more fertile areas were given preference and the swamps and riverbanks were reserved for future public purposes.



Figure 19: Map Shewing the site of Melbourne, Russell 1837 8168-P1-312-SYDNEY-M20

The prominent rise of Emerald Hill attracted initial settlement because of its views and the land being permanently dry when much of the surrounding area was swamp or flood prone.²⁰ Edmund Finn, who wrote under the name "Garryowen", is credited with naming Emerald Hill, when he described the area as an: '...eminence ... green as the freshest shamrock ... encircled by shining lagoons, the sparkling sea, and growths of scrub and ti-tree' in October 1845 in an advertisement for a temperance society picnic.²¹

The first surveys in Sandridge were conducted in 1850 and in Emerald Hill in 1852 to 1854 at the time when Robert Hoddle, and then Andrew Clarke headed the survey office. The layout of the Emerald Hill survey was based on a grid bounded by Eastern Road, Park Street, Montague Street and the diagonal Sandridge Road (City Road). The South Melbourne grid was aligned with the original orientation of the CBD grid, with the line

¹⁹ Curr, E.M., Recollections of Squatting in Victoria Then called the Port Phillip District (from 1841-1851), MUP, (...), pp.9-10.

²⁰ Ward 2011 p.12.

²¹ Susan Priestly, 'Emerald Hill' eMelbourne Encyclopedia, <http://www.emelbourne.net.au/biogs/EM00519b.htm>

of Spencer Street continuing down as Clarendon Street. In 1854 the grid was extended to include the Three Chain Road (Albert Road) and Nelson Road.²²

The diagonal track to the beach along what became Sandridge Road, and renamed City Road and Bay Street, pre-existed the grid survey, and so was retained. Like Williamstown Road which came a little later, it was also the shortest distance between two important points. The Sandridge Survey was also on a grid, but aligned parallel with the beachfront, to avoid awkward triangular lots.

However, development west of the Sandridge road was constrained by swamps and from 1854, the railway. A Crown Lands Department plan of 1855 confirmed the reservation of the land west of the railway and so prohibited development. At the same time a wide landscaped reserve was provided along the railway itself. A much later plan included a "permanent reserve for stormwater channel and other public purposes",²³ on the alignment of Millers 1860 proposed ship canal.

4.4 Early settlement

The Port Phillip Association, with John Batman as their agent, undertook a reconnaissance expedition in May-June 1835, followed by a permanent camp from late June on the Yarra and Batman laid claim to Aboriginal lands north and west of the Yarra on behalf of the Association, erecting his own house on Batman's Hill (near the later site of Spencer Street Rail Yards. South of the Yarra, however, was not part of the Port Phillip Associations Claim.

John Pascoe Faulkner arrived a little after Batman's men in August 1835, but made a more substantial landfall on the north bank of the Yarra. Batman moved to this site in November 1835. However, in November Fawkner was persuaded to move to the opposite bank in deference to Batman's prior claim, becoming the first settler of South Melbourne. This pattern of settlement, focussing on the higher ground north of the river and upstream along the river was to continue for many years.

Melbourne's first white settlement in the vicinity of Batman's Hill, can be located today only from documents and no physical evidence of the first period of settlement is likely to be found because of the extensive excavations and reclamation associated with river improvements, railway construction and city buildings. However, the topographic features which identified the site such as the high ground adjacent to the river and swamp can be identified by the informed observer. Russell's 1837 map of Melbourne shows three long narrow buildings at the top of a ridge which led down to the river with paddock a garden and cultivated ground.²⁴

4.5 Formation of towns and local government

Melbourne's initial settlement occurred at a slow pace – a few dozen huts and some more substantial buildings on the hill opposite the falls, some more huts along the beech at Sandridge – but the bulk of the settlers fanned out to the pastoral hinterlands to raise sheep and cattle. However, this dramatically changed with the discovery of gold in 1851 at Ballarat and Bendigo. Thousands came to Port Phillip, disembarking on the beach at Sandridge and walking across the flats to Melbourne. In 1852 94,664 people arrived in the colony by sea, and within months of the announcement of the discovery of gold, a tent city had sprung up on the

²² Streets of South Melbourne, <http://streetsofsouthmelbourne.wordpress.com/introduction/>

²³ Port Melbourne, Parish of South Melbourne, County of Bourke, Department of Lands & Survey, Melbourne, T S Butson, 13.2.1914

²⁴ Robert Russel *Map Shewing the Site of Melbourne...* 1837.

south side of the Yarra, between Emerald Hill and St Kilda Road known as 'Canvas Town' where the area was laid out in streets with shops, residences and hotels, all under canvas.

Creation of the Melbourne Corporation in 1842 initially provided local representation and services throughout the colony, but as suburbs grew, and Victoria became a separate colony of from New South Wales, suspicion of the power of Melbourne councillors among the colonial government, saw the subsequent fragmentation of local democracy in many small councils.

The first land sales were held in at 1850 Sandridge and in 1852 at Emerald Hill. In 1854, the Canvas Town was dispersed and many of the inhabitants moved up to the Hill. Also on 14 December 1854, a residents' meeting was called to lobby for independence from Melbourne. On 26 May 1855 Emerald Hill became the first suburb outside of Geelong, to be declared a municipal district, taking the motto 'Ordine Primum', 'first in the field'. When the council met for the first time the July 4, James Service, later to be Premier of Victoria, was elected chairman.



Figure 20: Melbourne and its suburbs compiled by James Kearney, draughtsman; engraved by David Tulloch and James D. Brown. Melbourne, Andrew Clarke, Surveyor General, 1855

Emerald Hill was proclaimed a borough in 1863, a town in 1872 and city in 1883 when its name was also changed to South Melbourne. Sandridge was severed and made an independent borough in 1860 then changed its name to Port Melbourne in 1884 becoming a town in 1893 and city in 1919.²⁵

In 1994, under the Kennett government, a review of municipal government led to the amalgamation of most councils, with the former cities of South Melbourne, Port Melbourne and St. Kilda, combining to form the City

²⁵ Barrett, Bernard, *The civic frontier: The origin of local communities and local government in Victoria*, Melbourne University Press, Melbourne, 1979

of Port Phillip (apart from the strip of land north of the Westgate Freeway, which went to the city of Melbourne).

4.6 Wasteland, wetland and wildlife

Much of the Fishermans Bend area was originally low lying swamps and sand ridges (hence the original name for Port Melbourne) and its proximity to Melbourne and wasteland status saw it used as a convenient dumping ground. As a result there is now a metre or two of fill and rubbish across most of the area, only occasionally revealing the buried natural ground as a black humic layer over the original sands. It is in this layer that any potential Aboriginal Archaeology will be located, presenting a unique challenge for its appropriate and adequate identification and evaluation.

Coode Island was created as a result of the excavation of the Coode Canal in 1886 between a point on the river just below the Victoria Dock to just above the Stony Creek Backwash, cutting off a bend of the Yarra previously known as Fishermen's Bend, and a stretch known as Humbug Reach and reducing the trip from the bay to the Melbourne docks by about two miles. The old course of the Yarra remained as a shallow channel for many decades, creating an area of about 240 acres surrounded by water. The Island was then effectively isolated from major human impact from the 1880s to 1950s. As such it became a sanctuary for wildlife.

The original vegetation as described on early survey plans was dominated by Tea-tree scrub, salt marsh, swamp and sandy waste with a small stand of trees, possibly swamp paperbark, which was destroyed when the canal cut through it. The swamps harboured a variety of species of plant, animal and insect life. Of the latter, new species of mosquito, *Culex labeculosus* and scale insect, *Pulvinaria salicornae*, were described early this century along with some more common scale insects. Of native plants, Black Wattle, and Coast Wattle, *Acacia longifolia*, Climbing lignum, *Muelenbeckia adpressa*, New Holland Daisy, *Vittadinia australis*, Sea Blight, *Myoporum viscosum*, Smooth Sea-heath, *Frankenia pauciflora*, and, Angular, Rounded and Small Pigface, *Mesembryanthemum australe*, *M. aequilaterale*, and *M. tegens*, were found by Tovey in 1908 and 1909, along with a vast array of exotic plants probably introduced from ships ballast which had been dumped on the island. The Small Pigface was apparently more common on the north side of the old river course around the West Melbourne Swamp.²⁶

In regards the exotic species, there were also many introduced species of rock found on the south east portion of the island from foreign ships dumping ballast. The locality was noted as a good site for obtaining geological specimens which were otherwise unprocurable elsewhere in Victoria, some examples being gneiss banded with crystalized red garnets, granite porphyries, schist, limestone crowded with fossils, varied sandstones and quartzite. It was remarked that they *...would constitute handsome educational cabinet specimens of types of rock difficult to procure otherwise except at some expense...*²⁷

One of Coode Island's few residents Bill Lemarquand, who was born on the island in 1901 and lived there until the 1940s, recalls how,

*The sky was ablaze with skylarks...every few yards there were nests on the ground. Springtime was full of their music. Sometimes there were dolphins in the river. The most beautiful thing I have ever seen was the pigface growing on the island in spring. It was a swamp in the middle before they drained it. I will never forget that pigface.*²⁸

²⁶ J.R. Tovey, "Some notes on Coode Island and its Flora" *Victorian Naturalist*, No.XXVIII July 1911. pp.57-61.

²⁷ "Excursion to Coode Island", *Victorian Naturalist*, No.XXIX May 1912. pp.5-6.

²⁸ John Lahey, 'When Coode Island was a paradise for birds', *The Age*, 15 March 1994 page 7.

As a boy, Bill caught bream, mullet and eels in the rivers as well as rabbits, and he recalls that wild ducks were abundant.

Coode Island was once a significant breeding and feeding ground for thousands of wader and other birds. Local ornithologists such as "gerygone" (Jack Jones), Margaret McKenzie, Lawrence O'Conner and Ralph Kenyon recognized the area's importance, as did the many field naturalists, and bird watchers who made regular club excursions to both the Coode Island and Fisherman's Bend areas. The area was of sufficient note for the head of Severn Wildlife Trust, Peter Scott, to visit it during a trip to Australia,

Forty Years ago over 40 species of Australian birds were found breeding at Coode Island while many more species found food, shelter or rest there, either as part of a wider range, or during stop-overs on continental migrations. *Footscray's First Hundred Years* provides lists of breeding species as well as frequent and rare visitors, making particular mention of the almost extinct Australian Bustard, and several other rare birds. The brightly coloured Blue Winged Shoveler was often seen in spring on the Coode Island swamps and occasionally on the Maribyrnong River.²⁹

The preponderance of wildlife at Fishermen's Bend even came to the notice of the Government bureaucracy when in 1909 the Governor in Council authorized the proclamation of the ground of the Victorian Golf Club at Fishermen's Bend as a sanctuary for animals and birds. The area comprised about 130 acres, near the south bank of the Yarra, leased by the club from the Crown. The club intended to plant the area with trees for ornament as well as providing shelter to native birds. This scheme eventually faded when the land reverted to other Government uses, eventually becoming part of the Aircraft factory and runways.³⁰

4.7 Noxious trades and industry

The proximity to the Yarra and swampy wastelands of Fishermen's Bend and Sandridge initially attracted the activities and industries that were shunned from the commercial and residential parts of Melbourne. Low lying areas on the south bank of the Yarra saw the development of ships chandlers, dry docks and repairers, stevedores and Melbourne's first iron foundries and engineering works. Related industries gradually spread westward. Further downstream boiling down works, fellmongeries, abattoirs and other noxious trades crowded along the river bank and discharging their wastes into the river. In the 1870s moves to clean up the river and move most of the worst noxious industries away from the city, generally to Footscray and Yarraville, saw most of this area cleared.³¹

A pipe factory, asphalt plant, timber yard with drying sheds were located in Brady Street, in the 1890s, while the Port Melbourne Abattoir was in in Lorimer Street, and a boiling down works was in Boundary Street.

The abattoir was a subject of concern from its establishment in about 1861. It was completely rebuilt in 1899 to the same plan as the Melbourne City council abattoirs in Flemington³². It continued to operate into the 1960s, but was closed about 1975 and leased for less disagreeable uses, before being demolished to make way for warehouses and showrooms in about 1990.

One of the earliest of the noxious trades was Kitchen & Sons soap and candle works on Ingles Street. Established initially in 1856 as a backyard concern, but forced to move by the council, the company acquired the Ingles Street site in 1859 manufacturing candles, washing blue, soap, soda crystals, glycerine and baking

²⁹ "15,000 Water fowl were shot "for the table," *Footscray's First Hundred Years*. p.93

³⁰ "A Suburban Sanctuary", *EMU Vol. IX July 1909*, p.21.

³¹ Cannon, M. *Old Melbourne Town before the Gold Rush*, 1991.

³² Record (Emerald Hill, Vic : Previous issue Saturday 17 June 1899

powder.³³ The works was substantial with more than a dozen buildings, marked as the "Apollo Candle factory" on MMBW Plans (note a similarly named Apollo candle factory was on the Maribyrnong River at Flemington).³⁴ Kitchen had acquired the Apollo company in 1883.³⁵

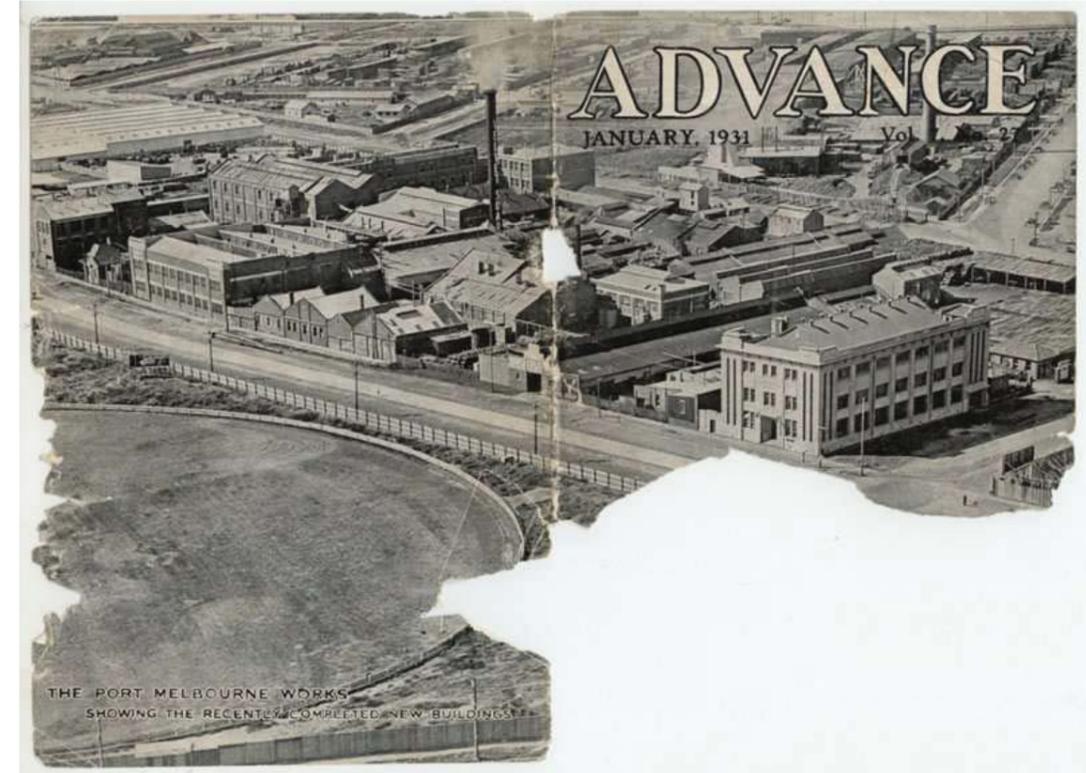


Figure 21: Kitchen & sons Factory, from a company brochure.

In 1962 J. Kitchen & Sons Pty Ltd joined fellow soap manufacturer Lever Brothers Pty Ltd, forming Lever & Kitchen Pty Ltd. The firm was later restructured as Unilever in 2000, and later taken over by Pental and very recently Symex Holdings Limited.³⁶

The Ingles Street works progressively expanded with its southern boundary street moving twice. Initially this was "Kitchen Street", which aligned with White Street on the west side of Boundary Street,³⁷ then opposite the 'Unnamed govt road' (1950s photo) and finally becoming Munro Street to align with the through route to Montague Street.

³³ Candles, Soap, Apples, Milk, Cream, Butter, Butterine, Marjarine and Margarine from The House of Kitchen Reg A. Smith Ras/Kal April, 1978, <http://member.melbpc.org.au/~tonkit/kitchen/docs/Candles.pdf>

³⁴ House Of Kitchen McKie <http://member.melbpc.org.au/~tonkit/kitchen/docs/McKie-HouseOfKitchen.pdf>; HISTORY OF J. KITCHEN & SONS Arnold Riches, c1944. <http://member.melbpc.org.au/~tonkit/kitchen/docs/Riches-History.pdf>

³⁵ J. KITCHEN & SONS PTY. LTD., MELBOURNE POSTAL CARD 1931, <http://www.auspostalhistory.com/articles/204.shtml>

³⁶ Lever & Kitchen Pty Ltd, National Library of Australia, Encyclopedia of Australian Science, <http://trove.nla.gov.au/people/584581?c=people>

³⁷ MMBW plan c1898



Figure 22: 1894 MMBW Plan and current image of Kitchen & sons showing changed road pattern.



Figure 23: View to east from near Port Melbourne Football Ground showing Kitchen & Sons and warehousing/timber yards beyond.

Felton Grimwade & Co was established in Melbourne in about 1867, soon after moving from Russell Street to Flinders Lane where its importing business flourished. The firm operated as wholesale druggists but developed into a large manufacturing enterprise with products including acids, salt, glass bottles, fertilisers and eucalyptus oil. In 1870 they were operating a chemical works at their Port Melbourne manufacturing site and as early as 1872 the Port Melbourne Council opposed the manufacture of sulphuric acid at its plant. Nevertheless, company activities from the outset were to include the manufacture of sulphuric acid and other mineral acids including bi-sulphide of iron. By 1894 the Ingles Street building was the principal manufactory at Felton Grimwade and Co's. chemical works.



Figure 24: Felton Grimwade chemical and bisulphide works Port Melbourne, *Australasian Sketcher* March 12, 1884, SLV A/S12/03/84/43

The works was extensively damaged by fire in 1895, but was rebuilt and continued to operate into the mid twentieth century.³⁸ The complex was later occupied by Arthur Vale and Co. Pty. Ltd., oil stores, Cotton Dressing Pty. Ltd. and the United Oil Co. Pty. Ltd. oil store.³⁹ And more recently became part of AMI and then Toyota.⁴⁰ Alfred Felton is remembered for the generous bequest he gave to the National Gallery of Victoria, which continues to fund the purchase of artworks for the state collection.

Ballarat Brewing Company run by Coghlan & Tulloch's had three premises in Ballarat and in order to better establish themselves in the Melbourne market, erected a modest building in Cecil Street, South Melbourne in about 1910, for storage or distribution. Like many of the regional breweries, the company was subject to merger and takeover. In 1953, it acquired the Volum Brewery in Geelong and, five years later, was itself taken over by Carlton & United Breweries, although public pressure at that time ensured that the "Ballarat Bertie" logo was retained on the new beer bottles produced by CUB. After the takeover, the company's former building in Cecil Street was used by CUB for storage until at least the mid-1970s.⁴¹

A stone works in Smith and Tarver streets was the sole occupant west of the football ground in the 1894 plan. This had been commenced in 1883 as the "Patent Victoria Hydraulic Freestone works" of R. Holden Stone.⁴² A detailed description of the works indicates substantial galvanized iron sheds with tanks, steam boilers and engine house.⁴³

³⁸ FIRE AT PORT MELBOURNE. (1895, January 2). *Launceston Examiner* (Tas. : 1842 - 1899), p. 7. Retrieved May 13, 2013, from <http://nla.gov.au/nla.news-article39598421>

³⁹ Sands & McDougall directories.

⁴⁰ *Victoria and its Metropolis Past and Present*, A. Sutherland, 1888, v.2, p.601.

Green, J., Mann, A., Rene, V, Beruldsen, J., "Bosch 40 Years Australia 1954-94", 1994, p.11. Sands and McDougall directories.

⁴¹ City of Port Phillip Heritage Review Citation No: 2315

⁴² THE PATENT HYDRAULIC FREESTONE. (1883, October 3). *The Argus* (Melbourne, Vic.: 1848 - 1957), p. 10. Retrieved May 13, 2013, from <http://nla.gov.au/nla.news-article11830347>

⁴³ VICTORIA PATENT HYDRAULIC FREESTONE CO. LIMITED. (1883, May 8). *The Argus* (Melbourne, Vic.: 1848 - 1957), p. 9. Retrieved May 13, 2013, from <http://nla.gov.au/nla.news-article8517984>



Figure 25: MMBW Plan 18 showing Stone Works - distortion from GIS registration.

The 1930s saw some dramatic expansion of industry in the Fishermans Bend area, partly as a result of government stimulus programs and then for the war effort itself. Port Melbourne prospered as an industrial location in the mid twentieth century. Amongst the factories established in the 1920's were the works of the engineering company, Malcolm Moore Pty. Ltd. on Williamstown Road from 1927, Kellow-Faulkner had its showrooms on City Road, the Dunlop Pneumatic Tyre Company erected a vast factory complex straddling Normanby Road and Montague Street in 1901. Originally formed in 1899, it acquired a bluestone and iron building on the corner of Normanby Road and Montague Street and was linked by a bridge over Normanby Road in 1913. From 1913, Dunlop became South Melbourne's largest employer employing both men and women. The factory expanded along Normanby Road on both sides between Montague and Boundary Streets. In 1929, Dunlop (Melbourne) and Perdriau (Sydney) amalgamated and in 1951, the Company operated as Dunlop Rubber Australia Ltd and continued at its Normanby Road sites until the late 1980s.⁴⁴



⁴⁴ City of Port Phillip Heritage Review citation 2134

Figure 26: Dunlop factory from the air looking east along Normanby Road

Frederick Laycock mills were a little further along the road, initially started in 1884, and later considerably extended. Frederick Laycock moved to South Melbourne from Yarraville after his factory there was burnt out, opening flock mills in about 1886 on the south side of Normanby Road.⁴⁵ In 1904, they built a new mill on the south west corner of Normanby Road and Doran Street to produce wire mattresses, bedding, flock, and blankets with the brand name Laconia. A store yard was located on the opposite side of Doran Street in 1910.⁴⁶ In 1906, the owners were described as bedding and wire mattress makers supplying local furniture industry including Maples and Andersons. By 1916, the business operated as Laycock and Son and Co continuing on the site to at least 1974.⁴⁷ The archives of the firm are at ANU Archives.⁴⁸

Johns & Waygood pioneered the development of the lift in Melbourne – along with Austral Otis, and so contributed to the engineering which permitted the construction of multistorey office buildings. They established their head offices at the corner of Cecil Street in 1909, erecting extensive workshops behind. New plant for the manufacture of structural steel was installed.⁴⁹ A further works on the corner of Gladstone and Kerr streets manufactured mortar bomb cases in 1938-39 as a part of the war effort.⁵⁰



Figure 27: Beginnings of Johns & Waygood works (State Library Vic)

⁴⁵ Graeme Cope, 'Laycock, Frederick (1839-1909)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/laycock-frederick-7126/text12295>, accessed 11 June 2013.

⁴⁶ "An Enterprising Firm." *Warragul Guardian and Buln Buln and Narracan Shire Advocate* (Warragul, Vic. : 1879 - 1894) 11 Nov 1892: 2 Edition: BI-WEEKLY., Supplement: Supplement to the Warragul Guardian. Web. 11 Jun 2013 <<http://nla.gov.au/nla.news-article68729587>>.

⁴⁷ City of Port Phillip Heritage Review citation 45

⁴⁸ Laycock, Son and Company Proprietary Limited, Australian National University Archives, Deposit AU NBAC 79

⁴⁹ Pratt, A., *The National Handbook of Australia's Industries*, The Specialty Press Pty. Ltd., (1934)pp. 257-58.

⁵⁰ National Trust citation, 10/1989.



National Library of Australia nla.pic-vn3312669-v

Figure 28: Johns & Waygood head office, 1965, South Melbourne, Victoria, Wolfgang Sievers photo National Library nla.pic-vn3312669

The land along Ferrars and Douglas Streets, backing on to the railway was first sold for small timber cottages in the 1860s, but appears to have been opened for redevelopment in 1888, when more than 50 existing cottages were sold in one auction.⁵¹

The Emerson Brothers Furniture Factory was established on Douglass St in the late nineteenth century, but appears to have been dogged by fire, such as one in 1913 which gutted the building.⁵² The company auctioned its plant and "splendid modern brick factory" building in 1917, interestingly pointing out the suitability of the site for automobile manufacture.⁵³ The building was subsequently used by Elder Smith & co as a store – and then for the Melbourne Theatre Company.

⁵¹ Advertising. 'Important Freehold Auction,' *The Argus*, 24 May 1886. p.2. Retrieved May 16, 2013, from <http://nla.gov.au/nla.news-article6097373portant>

⁵² FIRE AT SOUTH MELBOURNE. *Bendigo Advertiser* 28/2/1913, p. 5. Retrieved June 11, 2013, from <http://nla.gov.au/nla.news-article90013404>

⁵³ "Classified Advertising." *The Argus*, 6 Oct 1917: 3. Web. 11 Jun 2013 <<http://nla.gov.au/nla.news-article1654157>>.



Figure 29: Melbourne Theatre Co Store Railway Place and Douglas Street since 1977.⁵⁴

Union Can Company Pty. Ltd., grew from a small manufactory in 1908 to occupy a three acre site in Ferrars Street. This was the administrative and technical headquarters of its nationwide offices as well as its production facility manufacturing food packaging articles. Interestingly, the location of this large manufactory had been determined by the need to import mild steel sheeting from Wales via the riverside wharves.⁵⁵ The works expanded to cover most of the block between Ferrars and Meaden Streets, with a complex production line process installed by 1938.⁵⁶

In 1921, HOMEWOOD and O'NEILL PTY. LTD., Vulcan Engineering Works at 117 Ferrars Street, was advertising "MALLEABLE and" CAST IRON', BRASSWORK, Of All Descriptions".⁵⁷ This appears to be the same site as the Union Can Co, but ceased operating in 1929, when the Melbourne Branch closed.⁵⁸

4.8 Port Development

As Melbourne was founded by sea and for much of its history has depended on shipping for its prosperity and livelihood, port and harbour facilities have been paramount. The first options were either to haul up the river by rope, to the 'Pool' at the bottom of Market Street, or anchor off Sandridge and lighter ashore, then

⁵⁴ Melbourne Theatre Company, Plans for Proposed Alterations to Existing Premises at the corner of Ferrars Street and Douglas Street, South Melbourne for the Melbourne Theatre Company. Genser Shepherd & Associates Architects Pty. Ltd., 381 Punt Road, Richmond. 27 January 1977. Drawn by Vaso, Melbourne Uni. Archives 1988.0152

⁵⁵ Pratt, A., pp.325-27 and Priestley, p.259.

⁵⁶ "BEHIND THE SCENES IN INDUSTRY—No. 18." *The Argus* (Melbourne, Vic.: 1848 - 1957) 3 Dec 1938: 7 Supplement: *The Argus* Week-end Magazine. Web. 16 May 2013 <<http://nla.gov.au/nla.news-article12071047>>.

⁵⁷ Classified Advertising. (1921, October 5). *The Argus* (Melbourne, Vic.: 1848 - 1957), p. 1. Retrieved May 16, 2013, from <http://nla.gov.au/nla.news-article4643169>

⁵⁸ Classified Advertising. (1929, November 23). *The Argus* (Melbourne, Vic.: 1848 - 1957), p. 3. Retrieved May 16, 2013, from <http://nla.gov.au/nla.news-article4051987>

walk the 2 ¼ miles into town. The Yarra River was narrow, shallow, winding and littered with snags, so that days could be spent getting ships up to the settlement. While the beach landing at Sandridge was only about 2 miles (3.2 km) away, by water it was more than 4 miles to the open water of the bay.

Fishermans Bend, was originally that part of the former course of the Yarra river where it made an almost 180 degree turn, located north of where Swanston Dock is now. The spelling has varied between "Fishermans" and "Fishermens" Bend, with some maps such as Coode's from the 1870s having "Fishermans", although according to Allan Meiers, the term "Fishermens" Bend with an 'e', was in popular usage in the 1920s for all the area west of about Graham Street including Garden City, while "The Bend" referred to the beach west of the Sandridge pier to the river mouth.⁵⁹ The name was officially gazetted as Fishermans Bend in 1998.

Numerous plans for improvements to the river situation were proposed, including several for a ship canal directly from Hobsons Bay, across the Sandridge Flats to Melbourne. Hoddle himself proposed a pier, railway, water supply pipeline, road and settlement at Sandridge in 1839, pre-empting the eventual solution by 15 years.⁶⁰

The option for a ship canal directly between the settlement on the Yarra and the bay was first proposed in the 1850s, and revived several times. A number of reviews, Royal Commissions and investigations were held into the issue. The Argus reported in January 1851, even before the announcement of gold discoveries changed the whole basis of trade and shipping in Port Phillip, that: a "...Public Meeting, according to the requisition, of such of the inhabitants as are favorable to the formation of a Company for the purpose of constructing a SHIP CANAL."⁶¹ This appears to have been well attended and shortly afterwards, was answered with the publication of a scheme employing a canal straight to the South Bank area along with a large wet dock, but not having these connected to the river.

⁵⁹ Allan Meiers Fisher Folk of Fishermans Bend, Port Melbourne Historical and Preservation Society October 2006

⁶⁰ Robert Hoddle, Pioneer Surveyor 1794-1881, Bernes Hoddle Colville, Research Publications Melbourne 2004, p.177.

⁶¹ PROPOSED SHIP CANAL. (1851, January 7). The Argus (Melbourne, Vic.: 1848 - 1957), p. 2. Retrieved May 10, 2013, from <http://nla.gov.au/nla.news-article4775479>

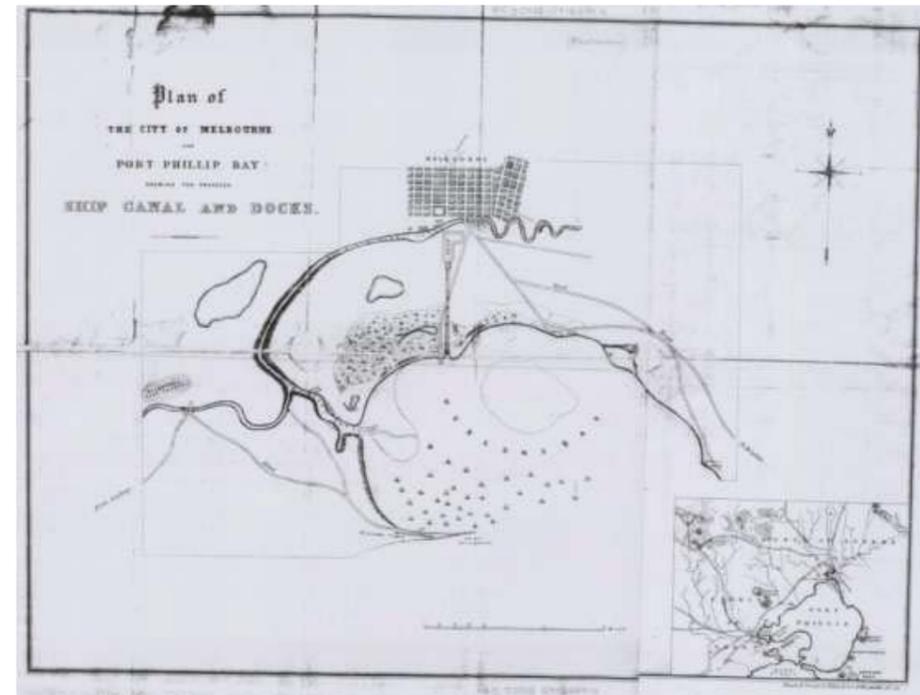


Figure 30: "Plan of the City of Melbourne and Port Phillip Bay: shewing the proposed ship canal and docks Melbourne: Collins & Co., [1853?]" <http://handle.slv.vic.gov.au/10381/117444>

Another complex and sophisticated design for ship canal or "tidal harbor" and docks was proposed along with an extension of the city west-ward. This was laid before the Royal Commission by John Millar in December 1860.⁶²

The Melbourne Ship-Canal and Dock Company was formed in 1864, by a group of prominent Melbourne businessmen, with a commercial scheme to construct a canal and dock, again on a direct alignment. It was intended that it would have the added benefit of relieving the problem of flooding in the low lying areas of West and South Melbourne.⁶³

⁶² Design for ship canal or "tidal harbor" and docks for the Port of Melbourne: with proposed extension of the city west-ward / laid before the Royal Commission by the author, John Millar ; lithographed at the Office of Lands and Survey, Melbourne, 21st December 1860. SLV

⁶³ THE MELBOURNE SHIP-CANAL AND DOCK COMPANY AND THE FLOODS OF THE YARRA. (1864, August 15). The Argus (Melbourne, Vic.: 1848 - 1957), p. 6. Retrieved May 10, 2013, from <http://nla.gov.au/nla.news-article5751552>

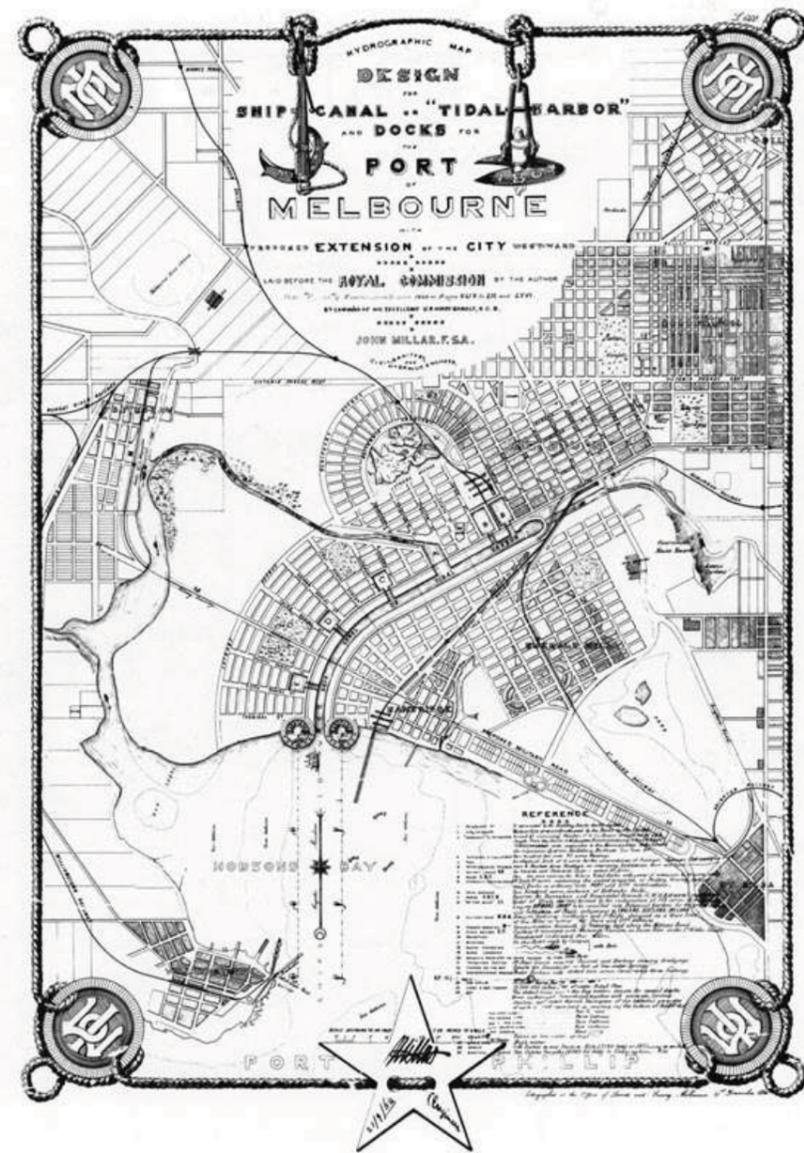


Figure 31: Plan for proposed Ship Canal, 1860 John Millar



Figure 32: Plan of ship canal & site for docks [cartographic material] / submitted by Robert Adams Melbourne: Photo-lithographed by J.W. Osborne, at the Dept. of Lands and Survey 1860



Figure 33: Proposed ship canal and docks, port of Melbourne Victoria. Dept. of Lands and Survey Melbourne: Photo-lithographed at the Dept. of Lands and Survey by J. Noone 1875

Improvements to wharves and jetties have been continuous, with the initial major early development at the 'pool' where a wide and deep section of the river was situated opposite Flinders Street near the customs house, which became known as "Queens Wharf", then new wharves being built across the river at 'South Wharf' spreading down stream from the natural pool at the bottom of Market Street. By the 1860s there was continuous wharfage along both sides of the Yarra from Queens Bridge (then called the falls bridge) to near Spencer Street, and continuing further to the gasworks on the North Bank where the "Australia Wharf" was constructed in the 1880s and 90s.⁶⁴

⁶⁴ Buckrich, Judith Raphael, *The long and perilous journey: a history of the Port of Melbourne*, Melbourne Books, Melbourne, 2002; Hoare, Benjamin, *Jubilee history of the Melbourne Harbor Trust: compiled from the original records of the Trust and from the Victorian Hansard*, Peacock Brothers, Melbourne, 1927.

The Melbourne city was initially in control of the waterfront, but the need for improvement eventually resulted in the formation of the Melbourne Harbour Trust in 1877. One of its first acts was to commission John Coode, an eminent British Harbour engineer, to prepare a plan for improvements to Melbourne's port and navigable rivers in 1878. His plan included widening and straightening the river entrance, excavating the Victoria Dock on the swamps immediately west of the city, and cutting a new canal to remove the long and difficult passage around Fishermen's Bend from Humbug Reach to near Yarraville. This commenced just to the west of where the Bolte Bridge now crosses the River.

As part of the Coode Scheme, a turning basin was proposed on the south bank of the river just above the gasworks to enable river shipping to be swung around as well as providing additional wharf space. An upper swinging basin had previously been created at the pool, by dredging and widening the river, and another swinging basin was formed at the mouth of Victoria Dock again by widening the river. The canal cutting off the former Fishermans Bend shortened the route to the bay, and by forming a regular curve and widening and deepening the channel, shipping of the largest tonnage at the time could reach the main port immediately west of the city and railway terminal.

Other works continued to the bay piers, which were still dealing with over 30,000 tons in 1899. Deeper draft ships were accommodated at a rebuilt Station Pier (replacing the former railway Pier) in 1913, augmented a few years later by the new Princess Pier in 1922.⁶⁵



Figure 34: Coode Plan for Melbourne's Docks State Library Victoria, note "Fishermans Bend" in top left.

⁶⁵ Ruhen p.180

In the early 1900s, further improvements were carried out to the upper parts of the wharves, including widening the swinging basin, which had by this time become known as the Interstate Swinging Basin, due to the nature of the shipping using the river wharves. This was needed because the former Turning Basin below Queens Bridge and the river wharves would be cut off from shipping but the construction of the proposed Spencer Street Bridge.

The Swinging Basin involved excavation of the low swampland on the south side of the river and creation of a large timber piled wharf as an extension to the existing south wharf. In the 1920s and 30s, further widening was carried out downstream of the swinging basin, and new wharves constructed along this stretch of the river. As a result the existing industries, storage yards and other port related activities were pushed further south, with timber storage, ballast yards and other maritime warehousing concentrated in the triangle between Lorimer Street, the Port Melbourne railway and Ingles Street.

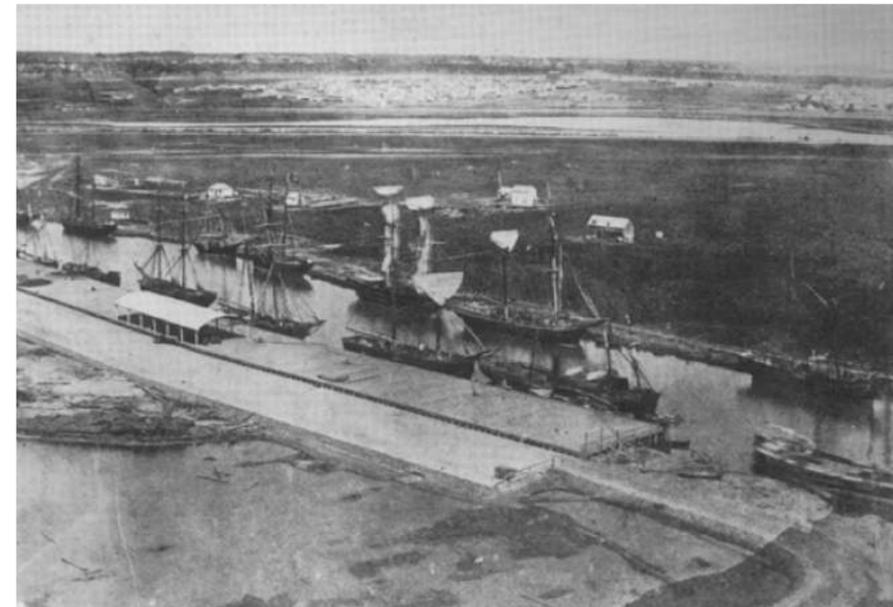


Figure 35: View across Australia Wharf to the south bank, note huts (Lewis 1994:21 cited in Duncan)



Figure 36: Yarra River and Port of Melbourne showing widening operations downstream of swinging basin. Between 1930 and 1948.⁶⁶

4.9 Roads and Rail

Liardet's Hotel and jetty at Sandridge was the focus of the first track across the flats from the beach to Melbourne. This remained a sandy track for the first decade or so, with little impetus of funding available to undertake improvements. However, in 1853 construction of the road to Sandridge was undertaken by the Central Roads Board, which used extensive sections of "timber viaduct" (probably corduroy road where logs are laid side by side and chained together) to cross swamps.⁶⁷ The Sandridge Road was formally proclaimed as a Main Road in 1854,⁶⁸ while a toll bar was in place for much of the 1850s, to raise revenue for improvement and maintenance. As a result it was considered for a time as one of the best roads in the colony.⁶⁹

⁶⁶ State Library of Victoria H91.160/524 <http://www.slv.vic.gov.au/airspyglass/0/0/0/im/ai000525.jpg>

⁶⁷ VGG 26 May 4 1853 p.622

⁶⁸ VGG 82, Tuesday, September 05th 1854 p.1988

⁶⁹ THE SANDRIDGE ROAD. (1859, June 25). *The Argus* (Melbourne, Vic.: 1848 - 1957), p. 5. Retrieved May 14, 2013, from <http://nla.gov.au/nla.news-article5683372>



Figure 37: 'Sandridge Road as it will be', 1860 by R. Shepherd.⁷⁰

In 1839, only a few years after the first European settlement of Melbourne, consideration was already being given to a railway to link the main centre of habitation with the bay side where shipping arrived. Difficulties of navigating the shallow and tortuous lower Yarra saw many ships stand off in Port Phillip Bay, and transfer their cargoes of supplies and immigrants by lighter up the river or across the swamps of Sandridge. In the 1839 Government Survey, Robert Hoddle made provision for a railway linking Melbourne and Hobsons Bay. Nothing came of this due to lack of capital or motivation, but on September 7th 1851, a public meeting called for a railway linking Melbourne to Sandridge (Port Melbourne). The Government approved the establishment of the Melbourne and Hobsons Bay Railway Company on January 20th 1853 (followed shortly by the Geelong and Melbourne Railway Company and the Melbourne, Mount Alexander and Murray River Railway Company).⁷¹

Construction of the first line of rail from near Flinders Street to a wharf on Hobsons Bay was rapid and on September 12th 1854 the Melbourne and Hobsons Bay Railway was opened using a locally constructed locomotive. This was possibly the first locomotive hauled train in the Southern Hemisphere. The line ran for about 2¼ miles (3.6 kilometres) between the Sandridge Pier and Flinders Street, incorporating a sharply skewed timber trestle bridge over the Yarra River, the only major structure on the line. The railway achieved sufficient success over the next twelve months that the company, having returned an eight per cent dividend to its shareholders, decided to construct a branch line to St Kilda.

A public meeting was held in December 1855 to consider possible routes; A proposal to locate the line to the south and west of the hill known as Emerald Hill was rejected by residents, who considered that it would

⁷⁰ Lithographed Thomas Ham, Ladd & Carr printers, State Library Victoria collection H92.194/2 <http://handle.slv.vic.gov.au/10381/153976>

⁷¹ National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges

hinder their access to the beach, and it was subsequently decided that the line should be on the east of the hill, along Moray Street. Early the following year, this option was also dropped when a select committee deemed it too expensive. Instead, it was decided that the new line should neither follow the east or west of the hill but, rather ran through the centre of it, parallel to Ferrars Street.

In the mean time, the Victorian Government Railway Department was established (on April 1 1856) as part of the Board of Land and Works. George Christian Darbyshire was appointed as Engineer in Chief. Soon after the Government took over the struggling Murray River Company. However, the Hobson's Bay line was still privately operated.

Construction of the branch line commenced in Spring 1856, with 200 workmen under the direction of the company engineer, William Elsdon, who had replaced its original engineer, James Moore, in December 1854. The new line turned off the main Sandridge railway soon after the Flinders Street terminus, extending 3 miles (4.8 kilometres) to a purpose-built station building on Fitzroy Street. Completion of the project was delayed due to difficulties with the original contractor, who was eventually replaced by another from Sydney, and the new line opened on 13 May 1857.

Over the next few years, the Melbourne & Hobson's Bay Railway Company upgraded both of its lines, which included the duplication of tracks and the opening of new stations. On the St Kilda branch, stations were opened at Emerald Hill (now South Melbourne) in September 1858, and at Butts (now Albert Park) in November 1860.⁷² An extension was built by the St Kilda and Brighton Railway Co. in 1859, joined by a loop line from St Kilda to Windsor, and extended further to Brighton Beach by 1861. However a more direct route from Windsor to the city was built 11 months later, and the loop line was dismantled in 1867. In 1878 the private operator of the line was taken over by the Victorian Railways.

William Elsdon, C.E., came out from Newcastle, Northumberland in the 1850's and was the Chief Engineer of the Melbourne & Hobson's Bay Railway from 1854-1878, and then Chief Engineer of the Victorian Railways until 1882.⁷³ He was responsible for a large number of railway works in Victoria from the 1850s to 1880s. He designed the Rosedale Railway Station Complex dating from 1881,⁷⁴ among many other Victorian Railways works, and was engineer for the Royal Gymnasium Baths and Sea Bathing Company which was formed with G. H. F. Webb as the chairman of the company in 1861.⁷⁵ He retired from his position as Engineer in Chief of Victorian Railways in 1882, moving to Sydney in 1888 to practice in that city.⁷⁶

A telegraph from Melbourne to Sandridge was constructed in 1854, the first in Australia, following Sandridge Road and the railway line. This provided shipping intelligence and synchronised signalling to set chronometers (via a time ball at Williamstown), with the observatory near the botanic gardens.⁷⁷

Williamstown Road and Ingles Street were practically the only other roads of any substance in the area north of the Sandridge railway line and west of Emerald Hill until quite late in the 19th century. They were both still considered impassable in the 1880s, in part due to the carts to the sand ground cutting up the surface.⁷⁸

⁷² City of Port Phillip Heritage Review, Railway cutting and road bridges, Heritage Alliance.

⁷³ Minutes of the Melbourne & Hobson's Bay Railway Co., Public Records Office cited in National Trust of Australia (Victoria) Classification Report FN B4794 St Kilda Railway Road Over Rail Bridges

⁷⁴ Victorian Heritage Register H1589

⁷⁵ Priestly, The History of St. Kilda p.173, Susan Priestley South Melbourne: A History Melbourne University Publishing, 1995

⁷⁶ Victorian Government Gazette, No. 40 April 12 1882; The Brisbane Courier Friday 21 July 1882 p.3

⁷⁷ VGG 99, Tuesday, October 31st 1854 p. 2419

Williamstown Road was known as the "Short road" as, in combination with a ferry or punt at Greenwich (near the end of North road Williamstown), it considerably shortened the road from the city to Williamstown, compared with the alternative route around the north of Batman's Swamp crossing the Maribyrnong at Footscray. Substantial work was undertaken to the Short Road in the 1870s, with £400 from the Williamstown, Sandridge and Emerald Hill councils and £600 from Victorian Government. The road was proclaimed a main road on 28 March 1872.⁷⁹

A ferry was briefly operated in 1857-9 from the temporary northern terminus of the Geelong Railway at Greenwich,⁸⁰ running up river to Melbourne, and a ferry to Williamstown (the "Gem"), was operating from before 1870, but this is likely to have only run between north wharf and one of the Williamstown Piers.⁸¹

Williamstown Council launched a steam ferry called 'The Link' in 1873, which became known as *Clough's Short Road Ferry*.⁸² This operated until 1907 when a new steam ferry was commissioned, and it in turn was replaced in 1931 by the third ferry built by Thompson's engineering, also steam driven. The last was a combined vehicle and passenger ferry and was operated by winching along a chain laid across the bed of the river. The cable occasionally was snagged by ships using the river channel, and the ferry would have to stop and slacken the cable so it would drop to the bottom of the river whenever a ship passed.

The 'short road' to Williamstown ran from Queens Street bridge (previously the Falls Bridge) along City Road and Williamstown Road to the so-called 'Short Road' Ferry, which crossed the river near the old Newport Power Station, and on to Williamstown via Douglas Parade. The 'long road' was via Dynon Road to Whitehall Street and Douglas Parade.

The first ferry at this point began in 1873 (fees were: - Foot passenger, one pence ; Vehicle with one horse or animal, six pence ; with two horses or animals, nine pence ; with three animals, one shilling ; Vehicles with four wheels, 2 shillings).

The Short Road appears to have always been subject to neglect, and commensurate lobbying for improvements. A conference of relevant authorities in 1888 seems to have come of little.⁸³ A proposal for a tramway along the route was given approval by the government, but the 'Astral-Anglo Tramway Company' did not manage to either raise the capital or undertake any works towards the project. Williamstown Council offered to contribute to the project and the penal department even offered convict labour to undertake

⁷⁸ 'DEPUTATIONS.', The Argus (Melbourne, Vic. : 1848 - 1957), 28 May 1885, p. 10, viewed 26 April, 2013, <http://nla.gov.au/nla.news-article6080703>

⁷⁹ VGG No 19, Thursday, March 28th 1872

⁸⁰ Museum Victoria, Victorian Railways, Geelong & Melbourne Railway Co <http://museumvictoria.com.au/railways/theme.aspx?lvl=3&IRN=449&gall=454>

⁸¹ TUESDAY, SEPTEMBER 6, 1870. (1870, September 6). The Argus (Melbourne, Vic.: 1848 - 1957), p. 4. Retrieved May 14, 2013, from <http://nla.gov.au/nla.news-article5830963>

⁸² WILLIAMSTOWN BOROUGH COUNCIL. (1869, July 24). Williamstown Chronicle (Vic.: 1856 - 1954), p. 5. Retrieved May 14, 2013, from <http://nla.gov.au/nla.news-article68579312>

⁸³ 'The proposed Short road to Williamstown – conference of municipal representatives' *The Age* - Nov 22, 1888, p.4

works,⁸⁴ In 1896 a committee with representatives of Williamstown and Port Melbourne Councils and the Harbour Trust, met on several occasions to address the condition and repair of the road.⁸⁵

More substantial repairs were carried out by the Country Roads Board in 1926.⁸⁶ The ferry ceased operating on 15 November 1978, when the Westgate Bridge opened.⁸⁷



Figure 38: Williamstown Ferry (Photo Frank & Wendy Rouse)⁸⁸

Industrial development in the first instance spreading down City road from the South Bank Area, and later in Fishermans Bend, lay substantial road works in the early twentieth century with stone pitching constructed in 1907 to the main service roads, especially in the Montague area where most of the pitched roads in south Melbourne existed in 1924.⁸⁹

In 1905-11, enamelled steel street signs were installed in much of the suburban areas and some main routes, while tree planting was carried out extensively along the main roadways with Oriental planes, poplars, elms, oaks, pines, sugar gums, currajongs and Pittosporum, sourced from the Mt Macedon government nursery.⁹⁰

Tar macadam, wood lined channels, asphalt, some timber block paving on tramways and fully pitched laneways were all used to improve drainage, reduce rutting and limit the dust nuisance. Electricity supply from the SEC came to the area in 1925, both providing some respite from the dangers of dark streets in the slum areas and facilitating further industrial development. As part of the power network, a number of specially designed electricity substations were erected, with the larger examples located close to established industry.

⁸⁴ 'A Short road to Williamstown', The Age - Nov 22, 1888, p.5

⁸⁵ THE WILLIAMSTOWN SHORT ROAD. (1896, September 11). *The Argus* p. 6. Retrieved May 6, 2013, from <http://nla.gov.au/nla.news-article9168164>

⁸⁶ WILLIAMSTOWN SHORT ROAD. (1926, January 30). *The Argus* p. 33. Retrieved May 6, 2013, from <http://nla.gov.au/nla.news-article3731864>

⁸⁷ Heritage Inventory H7822-0385 Williamstown Steam Ferry Landing, http://vhd.heritage.vic.gov.au/places/result_detail/13688?print=true

⁸⁸ Williamstown Ferry Photo Frank & Wendy Rouse <http://historictrucks.blogspot.com.au/2009/12/short-road-ferry-to-williamstown.html>

⁸⁹ Priestly p250

⁹⁰ Priestly p251

The South Melbourne cable tramway was opened by the Melbourne Tramway and Omnibus Co on 17 June 1890, followed three days later by the Port Melbourne line which ran along city Road and Bay Street. The tramway engine house for both lines was on City Road. With the formation of the MMTB in 1919, a new electric tram route was established via Albert Park and in 1937, the South Melbourne cable line was converted to electric traction, while the Port Melbourne line was closed down and the engine house sold off.⁹¹

4.10 Humpies and Montague Slums

The wastelands of Fishermans Bend became a refuge for the dispossessed and homeless as much as wildlife, somewhat like the better known 'Dudley Flats' north of the river. As well as the rambling fishermen's camps along the beach, and on the remaining undeveloped stretches of river banks, humpies and shacks were thrown up at different times by people making a living scrounging from the rubbish dumps, or just taking advantage of the quite undisturbed locality. For example a Portuguese man was living at Fisherman's Bend in 1877, and despite his diminished circumstances, was considered a subject worthy of the *Police News*, when it featured an illustration of him "...sitting at table, with his trained rat standing on the table on hind legs and dancing".⁹²



Figure 39: "Portuguese man living at Fisherman's Bend, Sandridge," "Police news", 14 April 1877

The famous Australian artist Albert Tucker, also looked to Fishermans Bend for inspiration, and evidence of the social deprivation and depression which he was to feature strongly in his paintings. He took several photos of what it is assumed he regarded as "picturesque shacks" in preparation for some paintings in the 1930s.

⁹¹ Ward 2011. P.20

⁹² "Police news", 14 April 1877, Melbourne : Richard Egan Lee, State Library Victoria Accession no(s) PN14/04/77/00, <http://www.slv.vic.gov.au/miscpics/gid/slv-pic-aab26620>



Figure 40: Fisherman's Bend Albert Tucker.⁹³

The Montague area was a notorious slum, with rows of decrepit terrace houses along Gladstone, Buckhurst and Thistlethwaite Street and adjoining lanes. William Buckhurst had bought many allotments at the original land sales, and while he also promoted beautification of the gardens and development of nearby Albert Park, his own subdivided allotments became the locations of many inferior dwellings.⁹⁴

The 1880s were a period of rapid growth in Emerald Hill with a population of 25,000 by 1880, rising to 43,000 at the end of the decade Port Melbourne saw a similar growth, but from a smaller starting point. A number of the municipal councilors were prominent real estate developers and financiers including Matthias Larkin, James Page, J.R. Buxton and W. Thistlethwaite, or were land speculators such as Buckhurst. As a result subdivision and street construction (although rudimentary) went ahead rapidly.⁹⁵

The Montague area was promoted as for 'persons of the artisan class' and this was reflected in the advertisements for houses for sale such as "neat two roomed cottage and land, plastered £110, Stoke Street, off Gladstone Place. By 1875, there were 560 households and by 1900, there were 1,000 in the district, with 200 in the lanes and little streets. Many of the people attracted to the low cost housing were labourers, fisherman, boilermakers, mariners and shipwrights, probably drawn to the area because of its proximity to the docks and metal works along the river, and the noxious trades on the Sandridge flats. Owner occupation was approximately 33 per cent and most of the houses in the smaller streets were made of timber and had two or three bedrooms. Almost no houses had a bathroom or washroom. By the 1920's, much of the housing stock was falling into disrepair due to regular flooding and inundation and little maintenance, particularly among the rental properties. However, Montague was renowned for its close knit community. The self contained suburb had its own, school, church, police station, kindergarten, football team, hotels, post office, bank and shops.

A contributor to the *Argus* in 1881 described the Montague area, known colloquially as "Salt Lake City", as a poorly drained sector with a terrible stench in which typhoid was rife.

⁹³ Fisherman's Bend Albert Tucker State Library Victoria H2008.98/205, <http://handle.slv.vic.gov.au/10381/140187>

⁹⁴ Ward 2011 p.54

⁹⁵ Ward 2011 p.35

*[It is] "wonderful how people can live there; yet new houses are going up there daily in thick clusters, evidently intended for persons of the artisan class. Children are being reared...in great numbers. Their chief amusement here is to play in the horrible liquid surrounding their homes."*⁹⁶

Floods exacerbated the problems with one description of the 1880 flood noting:

*Pedestrians could proceed along the footpath in Flinders-street to a point a short distance beyond William-street, where the flood barred all further progress. The houses from this point to the corner of Spencer-street were flooded on the ground floors and cellars. The water could be seen stretching from a short distance below the Falls Bridge to Sandridge Bend on the one hand, and from Emerald Hill to Footscray on the other.*⁹⁷



Figure 41: The Sandridge train-Keeping the line clear.- A scene in North Sandridge.. Illustrated Australian news. 25, 9, 188<http://handle.slv.vic.gov.au/10381/208269>

⁹⁶ *The Argus*, 16.8.1884 in Priestley, p.121.

⁹⁷ THE FLOODS IN VICTORIA. (1880, September 18). *South Australian Register* (Adelaide, SA : 1839 - 1900), p. 6. Retrieved June 4, 2013, from <http://nla.gov.au/nla.news-article43149401>



Figure 42: The Argus (Melbourne, Victoria: 1848 - 1957), Thursday 6 March 1919, page 8

The first inquiry into the condition of housing in Victoria was conducted in 1913 by a Select Committee of the Legislative Assembly. This first slum commission paid special note to the Montague district, noting the area between Ferrars Street and Boundary Street, and from City Road to the Port Melbourne railway, "...was very flat and the drainage bad, ... with very few exceptions the houses are all built of wood and iron..." where most did not have baths, and were small and in poor repair.⁹⁸

A number of testimonials for cures were recorded from the area for example residents of 100 and 116 Buckhurst Street praised of "Zam-Buk Balm" curing all manner of ailment. The manufacturer, Marshall's Chemical Co., was listed at 167 Buckhurst Street.⁹⁹

By 1931, the second major economic depression occurred with its associated poverty and deterioration in living standards. Some efforts were made by the council to address the conditions in the slum. In 1930 the mayor of South Melbourne (Councillor H. A. Layfield) officially declared open a new children's playground in Thistlethwaite street and personally introduced many children to the new swings and slides.¹⁰⁰ This was part of a larger plan to construct council houses on the British model. In what appears to be the first attempt under the Housing Reclamation Act at slum reclamation, J. L. Murphy, local MLA and Councillor, pushed forward the idea that council purchase about twenty dilapidated houses in Gladstone street, demolishing them, raise the ground level above the floods and construct nine pairs of semi detached concrete and brick houses. These were then made available on apparently generous terms to purchasers who were required to buy the land at site value and pay off a loan raised to cover the cost of the house. The Housing Investigation

⁹⁸ 'Suburban slums, Evidence of Police, Hovels and Shelter Sheds' *The Age* - Nov 20, 1913 p.6.

⁹⁹ Advertising. (1930, July 31). *Traralgon Record*, p. 6. Retrieved May 14, 2013, from <http://nla.gov.au/nla.news-article67503717>

¹⁰⁰ MAYOR AS PLAY LEADER. *The Argus*, Tuesday 13 May 1930 p 5

Board however, was critical of the Council's efforts, as it considered the efforts would only suit the better off residents, able to afford the purchase price.¹⁰¹

Despite the poverty in Montague, Port Melbourne was not the primary focus of the slum abolition activities, with only 464 houses, or 6% of the total slum dwellings identified in the enquiry. It was related that in Port Melbourne: "the slum problem is not as acute as elsewhere. A few slum pockets exist as well as narrow residential streets. There are, however, many substandard houses and replanning to eliminate narrow streets is appropriate".¹⁰²

The Montague area, was however, subsequently earmarked in the 1930s for demolition by the Slum Abolition Board. In 1936 the establishment of a Housing Investigation Board considered housing conditions in Victoria. The Board's found numerous slum pockets and narrow residential streets with poor houses, at times subject to flooding in South Melbourne. The resulting Slum Reclamation and Housing Act in 1938, facilitated the clearance of the majority of the houses were cleared and the relocation of the residents, many of whom eventually moved to new housing at Garden City.¹⁰³

Garden City began as a concerted attempt to address overcrowding and slum conditions by designing and constructing housing suitable for working classes, which in itself was thought to lead to improved social and health conditions.¹⁰⁴

The Town Planning commission, which presented a far-reaching report in 1929, identified the Fishermans Bend area as having opportunities, not only for social housing, but for integrated transport and employment. In a prescient comment it identified the:

"The plan includes provision for an arterial road two chains wide, westerly across this area to join with Bay View-avenue, Spotswood, which would make an extremely valuable direct route to the city from the Geelong-road and the whole of the area west of the River Yarra. The road will be of much value to the Fisherman's Bend area, but its great usefulness will lie in providing a main "through" road, connecting the western suburbs with the city and the eastern suburbs by a much shorter route than at present exists.

This was the proposed Howe Parade, which although only constructed within Garden City Area, can still be identified in property boundaries and parkland across Fishermans Bend. What the commission predicted of course was the West Gate Bridge.

The Port Melbourne Council had previously petitioned the government to unlock land at Fishermans Bend and sponsor workers housing from 1906. It identified Fishermans Bend as a possible future housing site from as early as 1912.¹⁰⁵ The Harbor Trust, however, was not willing to unlock land it wanted for future port facilities. In 1920 the Housing and Reclamation Act authorised the building of homes by public bodies and shortly after the Victorian State Savings Bank became the first agency to participate in this scheme with loans from its Credit Foncier Department. 45 acres of land were purchased at Fishermans Bend between February 1927 and August 1929 and the first houses were built in 1927 and by 1929, 154 houses had been completed.¹⁰⁶

¹⁰¹ Port Phillip Heritage Review – Gladstone Street public houses.

¹⁰² Quoted in Phillips, A., "Kindergartens, Housing and Charity" p.30, in Allom Lovell and associates, op. cit., p.26.

¹⁰³ Allom Lovell Sanderson Pty Ltd, Port Melbourne Conservation Study Review p.4/20

¹⁰⁴ 'TOWN PLANNING COMMISSION.', *Williamstown Chronicle* (Vic. : 1856 - 1954), 3 July, 1926 p. 2, viewed 26 April, 2013, <http://nla.gov.au/nla.news-article69517844>

¹⁰⁵ U'Ren, N., Turnbull, N., *A History of Port Melbourne* OUP, 1983, p.227.

¹⁰⁶ Andrew Ward, Port Phillip Heritage Review, Version 14, 2009 Port Melbourne - The Garden City Housing Estates - HO2, City of Port Phillip

The development was designed and built under the influence of both American suburban estate planning and British Garden City principles, with attention paid to the environment ensuring adequate light and drainage, good services, and public areas with cul-de-sacs, a community centre and playgrounds. G B Leith was involved in the State Bank Houses with designs based on the British Local Government Board Manual of 1926-7. In 1936, a further 44 houses were built by the Public Works Department to designs of Saxil Tuxen of Tuxen and Miller, and Ballantyne and Wilson, architects. Later with the formation of the Housing Commission Victoria, the designs changed but construction continued in similarly 'English' idioms into the 1940s.

Because of differences in the perceived social strata, with many of the families from Richmond, Port Melbourne and South Melbourne relocating to the area, the Commission area became known as "Bagdad" after a magistrate's description derived from a reference to the "forty thieves" who lived there, while the Savings Bank area became known as "Nob Hill"¹⁰⁷

4.11 Industry Wartime and post war development

Larkin's Aircraft factory and airfield, the motor racing track which also used the airfield runways, General Motors Holden, other car manufacturers and the Commonwealth Aircraft Factory, were the major 20th century industries at Fishermans Bend, but these were predominantly outside the Places Victoria project zone although they have had a major impact on the broader history of the area.

Larkin had previously operated a runway and aircraft factory on Coode Island, and with the war, the Government Aircraft Factory (later Commonwealth Aircraft Corporation) erected a large works just beyond GMH. Runways were constructed on the flats, and after the war became the venue for motor racing in the late 1940s and 1950s.



Figure 43: Lancaster Bomber demonstrated at Fishermans Bend Airfield

¹⁰⁷ Ward 2011

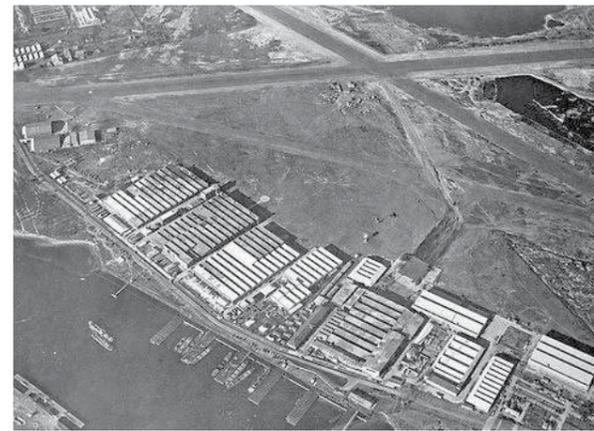


Figure 44: Aircraft Factories Fishermans Bend, with runways beyond.

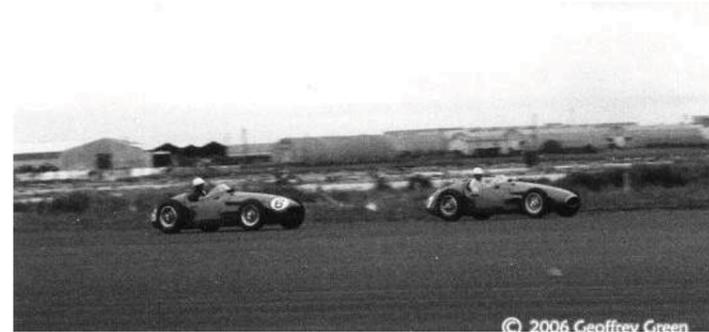


Figure 45: Motor Racing in the 1950s

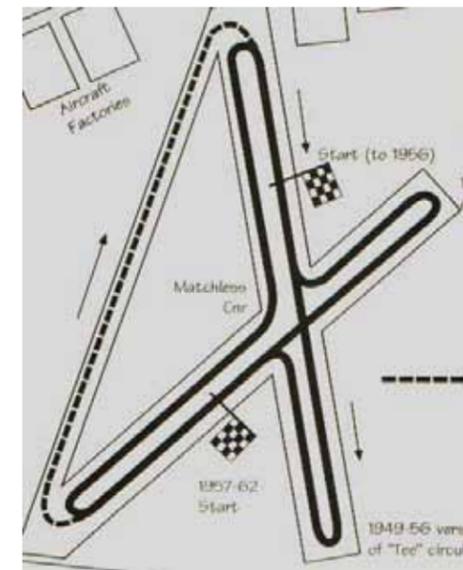


Figure 46: Plan of race tracks at Fishermans Bend Runways.

General Motors Holden constructed a vast factory on Salmon Street (outside the FBURA) in 1936. During World War Two the factory produced more than 30,000 vehicle bodies for the Australian and United States forces and manufactured a wide range of equipment, including field guns, aircraft, aero and marine engines. Partly in response to import tariffs, Holden commenced manufacture of a fully-Australian product in 1948, the 48-215, nicknamed the X with the second version the more famous FJ.¹⁰⁸



Figure 47: GMH looking over the empty expanse of Fishermans Bend c 1940. State Library Victoria H91.160/259

This was the first of a number of automotive works in the area, attracted to the availability of large manufacturing sites close to rail and sea transport.

Australian Motor Industries were the other important automotive assemble at Fishermans Bend. Together with the port they sustained the area's working class population residing to the south of the Williamstown Road.¹⁰⁹ Australian Motor Industries (AMI) was established in 1954 as the successor to the Standard Motor Company, a Melbourne based vehicle assembler for "Rambler" cars and the British "Triumph". This took over the former Felton Grimwade building in Ingles Street around this time and was still there in 1973.¹¹⁰ It also carried out some finishing operations on "Mercedes Benz" cars and was the first to make a connection with a Japanese manufacturer with a view to assembling Japanese vehicles. The Japanese partner was Toyota, which was ultimately to absorb AMI and continues to occupy the Ingles Street offices and manufacturing plant.

Rootes Australia was the third large car manufacturer in Fishermans Bend. It was the Australian division of the British Rootes Group and assembled Hillman Minx vehicles at Port Melbourne in 1946. This was the first

¹⁰⁸ History of Holden, HOLDEN HISTORY IN BRIEF, http://history.gmheritagecenter.com/wiki/index.php/History_of_Holden

¹⁰⁹ Ward 2011.

¹¹⁰ Sands & McDougall Directory

instance of a British motor manufacturer establishing a production line in Australia. In December 1965, Rootes Australia was merged with Chrysler Australia and assembly was gradually moved from Port Melbourne to the latter's existing facilities in Adelaide, South Australia. Chrysler Australia ceased production of Hillmans in 1973.



Figure 48: Rootes Factory looking west, Williamstown Road on the left http://www.sunbeam.org.au/?page_id=1119



Figure 49: Rootes factory on the corner of Salmon Street and Williamstown Road.



Figure 50: One of the surviving Rootes buildings on Salmon St.

The linesman depot training center and workshops of the PMG (Precursor to Telecom and later Telstra) were located in Plummer Street during 1940s-60s and possibly later. Plummer Street named for a councilor in late 19th century. This was possibly Kames K B Plummer, a Port Melbourne Solicitor from the 1880s, and on council in 1890s.¹¹¹



Figure 51: Linemen's Training School Fishermen's Bend in 1945.

In the South Melbourne and Montague Area, some further industrial development came as more of the Montague slums were cleared and converted to other uses. Many small factories and warehouses were erected in Thistlethwaite, Buckhurst and Gladstone streets, and some of the City Road properties changed from retail to manufacturing. Among them was W. H., Johnsons Jams in Meaden St. Next door was a paint manufacturer Brolite Pty Ltd., which had a spectacular explosion destroy much of the factory in 1947,¹¹² but it continued to operate at least into the late 1950s.¹¹³ The modern factory on the corner of Douglas Street still survives. This was probably located here because of associations with the nearby Union Can Company, or would at least have used their product.

One of the more recent manufacturers to move into the Montague area was Holvex Pty Ltd, "an old and highly reputable roofing and sheet metal firm" which was acquired by Steeldeck Industries P/L in the 1970s, to become Holvex Barden Roofing, later forming Barden Steeldeck Industries, with the Holvex name continuing for the sheet metal workshop and manufacture of architectural waste bins and ashtrays that Holvex were synonymous with for many years.¹¹⁴

McPherson's Machinery Merchants erected their International modern warehouse and showroom, at 6 Buckhurst Street, South Melbourne in 1964. Having previously upgraded their city showroom with a streamlined modern design it is appropriate that their new building featured the latest architecture which was photographed by Wolfgang Sievers. It included a large rooftop car park, suspended floating stair, cantilevered mezzanine off ice, and double height showroom. Thomas McPherson & Sons was founded in 1860 and in 1880 a plant was set up for the manufacture of jute wool packs. The company was also a long-term producer of nails, dies, gauges, and all sorts of tools. Later upper story office added in similar style.¹¹⁵

¹¹¹ PORT MELBOURNE. (1887, August 6). Record (Emerald Hill, Vic : 1881 - 1900), p. 8. Retrieved May 8, 2013, from <http://nla.gov.au/nla.news-article108485676>

¹¹² Lacquer factory fire causes £12,000 damage. (1947, August 29). The Argus (Melbourne, Vic. : 1848 - 1957), p. 4. Retrieved May 16, 2013, from <http://nla.gov.au/nla.news-article22439575>

¹¹³ Advertising, *The Argus*, Saturday 19 January 1957 p 38), p. 16. Retrieved May 16, 2013, from <http://nla.gov.au/nla.news-article23222009>

¹¹⁴ Barden-Steeldeck Industries, web site <http://www.bardensteeldeck.com.au/>, accessed 13/5/13

¹¹⁵ Encyclopedia of Australian Science 2010 <http://www.eoas.info/biogs/A001495b.htm> State Library picture collection



Figure 52: McPhersons South Melbourne Show Room, Wolfgang Sievers c 1960

4.12 Civic improvement and social history

Although sometimes considered a forgotten wasteland, Port Melbourne council and residents recognised the need for civil improvements in the Sandridge flats area and in particular along the boundary of the residential areas. A recreation reserve was provided for in early surveys on Williamstown Road by about 1880, with the creation of the North Port Oval, which was developed substantially in the 1900s. A focus of the working class industrial community, the ground was renowned for its rough play and fights among both players and fans, while it hosted a semi final in 1903, the "roughing up" of an umpire in a 1907 game saw VFA games moved away from the oval for the rest of the season. Unruly crowd behaviour and on ground incidents occurred regularly over the next 40 years and were subject to several VFA investigations.

Regardless the Port Melbourne club enjoyed considerable success in the 1920s with a winning streak of 33 games from July 1920 to June 1924. The £80000 grandstand was opened to much fanfare by the Mayor Cr A Tucker in 1928, later renamed the Norman Leslie Goss stand after the long time club secretary and player. The ground was taken over by the army in 1942 and used to grow vegetables, and subsequently lost its high quality playing surface when the Harbour Trust banned removal of sand (which had been used for many years) for top-dressing.¹¹⁶

Tommy Lahiff, put it bluntly: "you were either a wharfie or you worked in one of the factories. Swallow and Ariell's, Kitchens, Dunlops, Laycocks".¹¹⁷ One of Unilever's foremen in the 1950's recalled that Port Melbourne was a close knit community, rough but honest: "once you were in you were right".¹¹⁸ The people of Port Melbourne suffered enormously through the 1930's depression when between 75 and 90 per cent of young people are thought to have been unemployed.

From the 1940s, displaced persons and a government policy favourable to migration saw a new phase of mass migration with over 30,000 new arrivals in Australia every year from 1947 to 1961, with a large proportion from Britain, but significant numbers from Greece and Italy, as well as the other war torn countries of Europe.

¹¹⁶ Sando Caruso Football Grounds of Melbourne Pennon, 2002 pp.118-9.

¹¹⁷ Tommy Lahiff, quoted in "They can carry me out" Memories of Port Melbourne, (1991), p.57. cited in Ward 2011, Port Phillip Heritage Review Vol 1, p.52

¹¹⁸ Ward 2011, Port Phillip Heritage Review Vol 1, p.53

As well as the more famous Bonegilla Migrant Camp, another large facility for housing new Australians was opened at Fishermans Bend in 1952, accepting new arrivals up to 1975. Located at the corner of Hall and Turner Streets in Port Melbourne, the Fishermans Bend Migrant Hostel contained former army huts, and large warehouses erected during the war.¹¹⁹ In 1952, residents at the hostel were among 1000 protesters who marched through the city protesting evictions from migrant hostels, with men, women and children singing patriotic songs and carrying banners stating: "We fight for British justice" and "For six years we have fought the gestapo. We fight again."¹²⁰

No buildings survive on the site, although one structure appears to have been relocated to Oakleigh and remains as the former Australian Air League headquarters.¹²¹ Another hut was relocated in 1973 to Essendon where it was used for the sea scouts at Fairbairn Park.¹²²

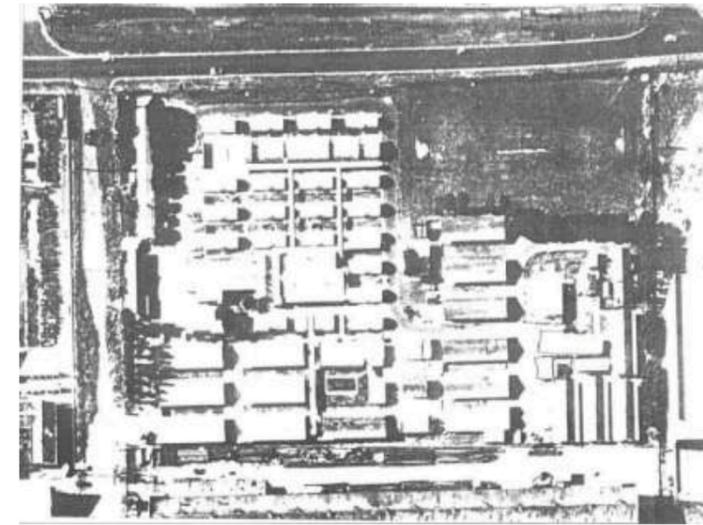


Figure 53: Plan of Fishermans Bend Migrant Hostel 1969.¹²³

A working class and radical political climate developed around a number of unions and other associations. The Amalgamated Society of Engineers was prominent at the Port Melbourne Railway Workshops from the 1890s while the Port Phillip Stevedores Labour Association, Hobsons Bay Fishermans Union and Melbourne Wharf Labourers Union all formed in the 1880s. They were all active participants in the 1886-7 maritime strike which was a major formative event in the Australian Union movement.¹²⁴

Some more conservative factions in the local community formed the Temperance Hall, while the Licencing Reduction Board was responsible for closing 18 hotels in the district in the early twentieth century.

¹¹⁹ Fishermans Bend Migrant Hostel, Facebook Page, <http://goo.gl/ROM6b>

¹²⁰ "700 MIGRANTS DEMONSTRATE IN MELBOURNE." Barrier Miner (Broken Hill, NSW : 1888 - 1954) 22 Nov 1952: 1. Web. 29 May 2013 <<http://nla.gov.au/nla.news-article61225578>>.

¹²¹ Heritage Alliance, 2008 'Survey of Post-War Built Heritage in Victoria' p. 248 "Fishermen's Bend Migrant Hostel (former) [remnant hut] 030-005 50-56 Atkinson Street Oakleigh,

http://www.dpcd.vic.gov.au/data/assets/pdf_file/0015/47202/Post_war_study_Stage1_Vol2_Trans.pdf

¹²² 15th Essendon Sea Scouts, <http://www.vicscouts.com.au/essendon-15th/history/1956>

¹²³ Photos of Fishermans Bend Migrant Hostel by Linda Walton <http://goo.gl/sgDZx>.

¹²⁴ Lowenstein & Hills, *Under the Hook* 1982 p.7

By the 1960s, the character of Fishermans Bend had consolidated. While the Harbour Trust kept the western end locked up, and the Westgate Bridge cut a swathe through both South Melbourne and Fishermans Bend, industrial development progressed, and took on an air of maturity. Port Melbourne, perhaps because of its still industrial character and working class roots, seems to have missed the gentrification trend of the 1970s and 80s, which swept through the inner northern and eastern parts of Melbourne.¹²⁵

In 1994, under the Kennett government, a review of municipal government led to the amalgamation of most councils, with the former cities of South Melbourne, Port Melbourne and St. Kilda, combining to form the City of Port Phillip (apart from the strip of land north of the Westgate Freeway, which went to the city of Melbourne).

The most dramatic changes in the area have come in the last two decades, perhaps building on the redevelopment of the bayside pier, where former rail yards and industry became the upmarket Beacon Cove development and the industrial sites converted to apartments. Such development has accelerated with the most recent apartment boom at both ends, moving up Bay Street from the beach, and down City road from Southbank. Fishermans Bend can then be seen as the logical continuation of an established trend.

¹²⁵ The Gentrification of Inner Melbourne: A Political Geography of Inner City Housing Logan, William Stewart University of Queensland Press, 1985

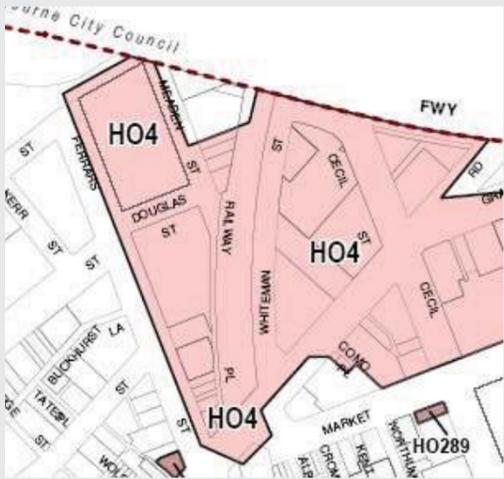
5 Places

Survey of heritage places has been carried out by compiling data from existing heritage registers, studies and reports, and undertaking a reconnaissance survey of the study area by vehicle and foot. Places were inspected and photographed from public areas.

5.1 Previously recorded heritage places

The Gladstone and Montague Street council houses are the only places in the study area on the Victorian Heritage Register, (VHR H830-838). A number of places identified in the Port Phillip Heritage Study and included in the Heritage Overlay are within the Fishermans Bend Urban Renewal Precinct. Most of these have been identified from the Port Phillip Heritage Study, although some places are only briefly mentioned in the study, separate listings have been created here for places within the Heritage Overlay HO4. These are summarised in the following tables.

Table 2: Places with an existing heritage designation

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	City Rd Industrial Area	-37.829082,	144.954375	City Road, Whiteman St, Cecil St. South Melbourne	HO4	Includes Kellow Faulkner, Johns Waygood, and a number of other industrial places. Several buildings are not specified as contributory listed below. Also Railway Place and Whiteman Street provide authentic streetscapes of stone kerb and pitchers,	Conserve and reuse – Conservation Management Plan if site to be redeveloped, refine and add to description and significance to include other elements.

¹²⁶ Victorian Heritage Register (VHR); Victorian Heritage Inventory (VHI No); Heritage Overlay (HO no;); National Trust Register (NT)

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Union Can Company, Vulcan engineering	-37.828379,	144.953163	111-119 Ferrars St South Melbourne	HO4	Important early packaging firm – characteristic early 20 th century industrial building although modified	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Ballarat Brewing Company	-37.828379,	144.953163	25-29 Cecil Street South Melbourne	HO4	Evidence if historical role of brewing industry and iconic brand	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Hart and Company Pty. Ltd. Store	-37.82826,	144.954193	21-27 Meaden St South Melbourne	HO4	Demolished – was 1930s interwar industrial building – rare corrugated iron survivor	Possible archaeological investigation

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	MTC Store	-37.829141,	144.954021	Douglas St and Railway Place South Melbourne	HO4	C1920s warehouse/factory – part of industrial renewal in 20 th century	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Kellow-Faulkner Pty Ltd	-37.828752,	144.95621	380 City Rd South Melb.	HO4 NT classified B6085	Harry Norris design 1927 evidence of motor industry	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Johns & Waygood	-37.829658,	144.955019	408 - 430 City Rd South Melb. 400 City Rd corner Cecil St Johns Perry Industries	NT classified B6084 HO4	Bates, Smart & McCutcheon culminated, in 1960, with the complete rebuilding of the main office, on the corner on Cecil Street and City Road, as a four-storey curtain-walled	Conserve and reuse – Conservation Management Plan if site to be redeveloped, Possible VHR nomination with further research

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Port Melbourne Railway Line	-37.828607,	144.9515	Station St., Evans St. & Gladstone Lane	NT B4794 HO4	First rail lines in colony – 1854– reference to significant route between Sandridge and Melbourne, includes rail reserve parkland	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	St Kilda Railway Line	-37.829218,	144.954375	Paralel to Railway Lace and Whiteman St.	NT B4794 HO4	First rail lines in colony – 1857, includes, rail reserve and Railway Place	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Johns & Waygood mortar bomb factory	-37.829362,	144.951425	Gladstone & Kerr St	NT Classified: 04/12/1989	Demolished – part of war effort in munitions production of mortar bombs and signifier of South Melbourne engineering importance.	Further Research, possible archaeological investigation if developed

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Wayside Inn Hotel	-37.831031,	144.953667	448 City Rd, cnr Ferrars	HO093	Important corner property framing Montague the precinct	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Council houses	-37.829811,	144.949687	108 -116 Gladstone St, 83-89 Montague Sts.	HO131-236 VHR H830-838 HO196-200	Only Heritage Register place, significant evidence of civic improvement	Conserve and reuse – Conservation Management Plan if site to be redeveloped

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Former J. Kitchen and Sons Pty Ltd offices	-37.829192,	144.943078	164 Ingles St, Port Melbourne	HO164	Large complex, HO applies to part, but includes modern structures	Conserve and adaptive reuse of critical buildings – main office, early 20 th century elements – conservation management plan for site – archaeological investigation prior to development
	Felton Grimwade & co - Former Australian Motor Industries Factory	-37.826463,	144.937627	289 Ingles St	HO165	Industrial remnant, noxious trades, Felton Grimwade association	Conserve and reuse – Conservation Management Plan if site to be redeveloped – further archaeological investigation

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Rail overbridge	-37.829692,	144.949129	Montague St	HO196	Line among earliest in Vic, distinctive 19 th century rail bridge design	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Rail overbridge	-37.83072,	144.954442	City Road	HO4	Line among earliest in Vic, distinctive 19 th century rail bridge design	Conserve and reuse – Conservation Management Plan if site to be redeveloped

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Montague State School	-37.830802,	144.949815	90 Montague St	HO201	Intact 1880s school with well preserved interiors	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Golden Fleece Hotel	-37.831273,	144.950352	120 Montague St	HO202	1872,1880 and interwar renovated hotel	Conserve and reuse – Conservation Management Plan if site to be redeveloped

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Former Talbot Inn	-37.831806,	144.950903	144 Montague St	HO203	1875 prominent characteristic mid Victorian hotel	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Former Laycock Son and Co. Laconia Blanket Mills	-37.827997,	144.950593	179-185 Normanby Rd	HO217	Local significance large Melbourne textile mill	Conserve and reuse, Conservation Management Plan if site to be redeveloped, Possible VHR nomination with further research

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Former Dunlop Pneumatic Tyre Co. mill	-37.829446,	144.948421	223-229 Normanby Rd and 66 Montague Street	HO218	One of largest surviving industrial buildings in precinct, reflects former dominance of automotive industry.	Conserve and reuse – Conservation Management Plan if site to be redeveloped, Possible VHR nomination with further research
	Gunnersens Pty. Ltd.	-37.829794,	144.923819	112 Salmon St, Port Melbourne	HO246	Pels, Innes, Neilson and Kosloff post modern office - 1995 – possible Remnant of war-time woolstores with Belfast truss?	

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Former residence and shop interwar bakery 1938-44	-37.832061,	144.951028	146 Montague St, 79 Thistlethwaite St	HO272	Prominent residential and store c1906	Conserve and reuse – Conservation Management Plan if site to be redeveloped

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Fire Station complex	-37.833141,	144.933057	425 Williamstown Rd, Port Melbourne	HO280	Harry Winbush 1939 European Modernism	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	Former Disco Manufacturing corporation P.L. factory	-37.832209,	144.93767	477 Williamstown Rd, Port Melbourne	HO281	Automotive parts maker associated with GMH c1951 Streamlined Moderne	Conserve and reuse – Conservation Management Plan if site to be redeveloped

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Petrol Station 1938	-37.834742,	144.924593	Cnr. Salmon St and Williamstown Rd.	HO283	Rare survivor of early service station, reflects role of Williamstown 'Short Road'	Conserve and reuse – Conservation Management Plan if site to be redeveloped
	B.A.L.M. Paints 1937	-37.834698,	144.925336	339 Williamstown Rd	HO282	Distinctive art deco industrial site related to automotive industry.	Conserve and reuse – Conservation Management Plan if site to be redeveloped
							

Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Shops	-37.831123,	144.953609	450-458 City Road	C1900 shops – part of renewal of commercial frontage following first subdivision in 1870s	In HO442, Contributory to historic commercial streetscape	Further historical research and site inspection to determine possible significance, record site before development
	Hotel & Shops	-37.832673,	144.951746	524 City Rd cnr Montague St	C1900 shops – part of renewal of commercial frontage following first subdivision in 1870s, included range of shops, pawnbroker, grocer & co. ¹²⁷	HO442 - local significance – part of City Road streetscape	Further historical research and site inspection to determine possible significance, record site before development

¹²⁷ "BRAVE PAWNBROKER." *The Argus* 26 Sep 1925: 33. Web. 30 May 2013 <<http://nla.gov.au/nla.news-article2143644>>.

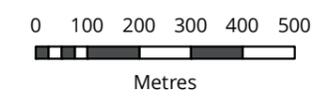
Thumbnail photo	Name	Lat	Long	Address	Existing Heritage Designation ¹²⁶	designation review	Recommendation
	Bengal tiger (hotel)	-37.832466,	144.952043	514-522 City Rd	C1900 hotel and shops- part of renewal of commercial frontage following first subdivision in 1870s	In HO442, Contributory to historic commercial City Road streetscape	Further historical research and site inspection to determine possible significance, record site before development
	Port Melbourne Cricket Ground	-37.831247,	144.941565	Williamstown road	Proposed HO	Proposed HO447 Andrew Ward 2013, primarily for Normal L Goss Stand but to comprise whole ground	Conserve and reuse - Conservation Management Plan if site to be redeveloped



Legend

- Study Area
- Heritage Overlay

Figure 54: Existing places which are included in the Heritage Register, the Heritage Inventory and the Heritage Overlay



Scale: 1:12,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55



Biosis Pty Ltd
 Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

Matter: 16364,
 Date: 03 June 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: sflack
 Location: P:\16300s\16364\Mapping\16364_F45_ExistingPlaces

5.2 Newly identified heritage places

Table 3: Newly identified places not subject to a heritage designation

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	Significance	Recommendation
	Holvex Pty Ltd	-37.830374,	144.953466	144 Ferrars St corner Thistlethwaite St	Later industrial site – part of firm which manufactured Southern Cross station roof, and iconic steel office furniture	Local interest Unusual survivor famous steel architectural products firm	Within HO4 – modify statement of significance to include other industrial and commercial buildings
	Shop & Residences	-37.828921	144.95334	123-5 Ferrars St	Better quality terrace houses were built on main roads in the Montague area, and some survived the slum clearance	Local significance Unusual survivor of former residential area	Within HO4 – modify statement of significance to accommodate remnant residential buildings

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	Significance	Recommendation
	Post war factory	-37.830373,	144.953967	Meaden St	One of early small industrial buildings erected in Montague area	Local significance Unusual survivor	Within HO4 – modify statement of significance to include other industrial and commercial buildings
	Electricity Substation	-37.829811,	144.945781	Cnr Munro & Johnston Sts	Edwardian brick rendered with ornate finial on cowl	Local significance Evidence of early electricity network and industrial expansion Architectural values	Retain and conserve. Consider for heritage overlay inclusion.
	Horse Trough	-37.830984,	144.943823	Ingles St cnr City Rd.	Probably constructed by municipality c 1920s, for heavy transport horses, relocated and reconstructed c2010 about 50m north	Local significance Unique reference to horse drawn transport era,	Retain and conserve. Consider for heritage overlay inclusion.

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	Significance	Recommendation
	Malcolm Moore factory	-37.829557,	144.93885	50 Bertie St, Port Melbourne	White painted 2 story brick steel roof trusses, AC roof, painted – c1940s	Local interest Important local engineering works	Further historical research and site inspection to determine possible significance, record site before development
 	McPherson's Showrooms	-37.829455,	144.952304	6 Buckhurst Street	1964 International modern warehouse and showroom, with large rooftop car park, suspended floating stair, cantilevered mezzanine off ice, and double height showroom	Local interest Important local engineering works Architectural values	Consider adaptive reuse as local interest architectural value. Further historical research and site inspection to determine possible significance, record site before development

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	Significance	Recommendation
	Australian Furniture Timbers	-37.83309,	144.92148	Plummer Street Melbourne	Brick Art Deco with ornate iron grills (Art Deco Society blog)	Local Interest Architectural values – Art Deco	Further historical research and site inspection to determine possible significance, record site before development
	Rootes/ Chrysler factory	-37.833565,	144.92413	11-19 Salmon and Plummer Sts	1945-5 automotive assembly factory	Local significance Large Automotive industry Architectural values – Art Deco	Consider for Heritage Overlay inclusion. Further historical research and site inspection to determine possible significance, record site before development

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	Significance	Recommendation
	two story shops	-37.832041,	144.952599	498-500 City Road	part of rejuvenation of precinct as commercial strip in early 20 th century	Local significance Contributory to historic commercial City Road streetscape	Consider for Heritage Overlay inclusion. Further historical research and site inspection to determine possible significance, record site before development
	house	-37.832177,	144.952428	506 City Road	One of few surviving houses in Montague Precinct, indicating former land uses	Local significance Rare remnant c1900 residence	Consider for Heritage Overlay inclusion. Further historical research and site inspection to determine possible significance, record site before development
	Shops	-37.832251,	144.951907	159-63 Montague St.	C1900 shops – part of renewal of commercial frontage following first subdivision in 1870s	Local significance part of City Road/Montague streetscape	Consider for Heritage Overlay inclusion. Further historical research and site inspection to determine possible significance, record site before development

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	Significance	Recommendation
	Timber warehouse	-37.829031,	144.945846	60 Johnston Street	C1890s warehouse constructed as part of large timber import shipping and storage area near South Wharf	Local interest Remnant of early wharf related storage	Further historical research and site inspection to determine possible significance, record site before development
	CRB stores and workshops	-37.829031,	144.945846	112 Munro St.	Established in about 1916 as main stores and workshops for Country Roads Board	Local interest One of oldest surviving sites related to CRB, indicative of	Further historical research and site inspection to determine possible significance, record site before development

5.3 Archaeological places

There are currently no Heritage Inventory sites recorded in the study area. Survival and discovery, of archaeological evidence is dependent on a number of factors – the nature and robustness of the original buildings, features and deposits, the impact of subsequent development, and the methods of recovery. In much of Fishermans Bend, historic development of the area has been accompanied by several stages of land fill intended to raise the ground surface above flood levels and fill depressions. New development has generally involved larger structures built up above the existing level with concrete slab floors, rather than deep foundation excavation. This process is conducive to preservation of archaeological record.

An example can be seen in one small part of the Montague precinct, where the former wire mattress factory has been partly demolished, but a later building erected above the floor level of the old, preserving footings and lower sections of wall.



Figure 56: Sample form MMBW 40Ft plan 489 showing detail of building and street construction with contemporary photo comparison

In some cases, the sites of former cottages have simply been concreted over – probably encasing the archaeological relics intact. The example below shows several cottage sites in back lanes in the Montague Precinct, which have been demolished but turned into car parking

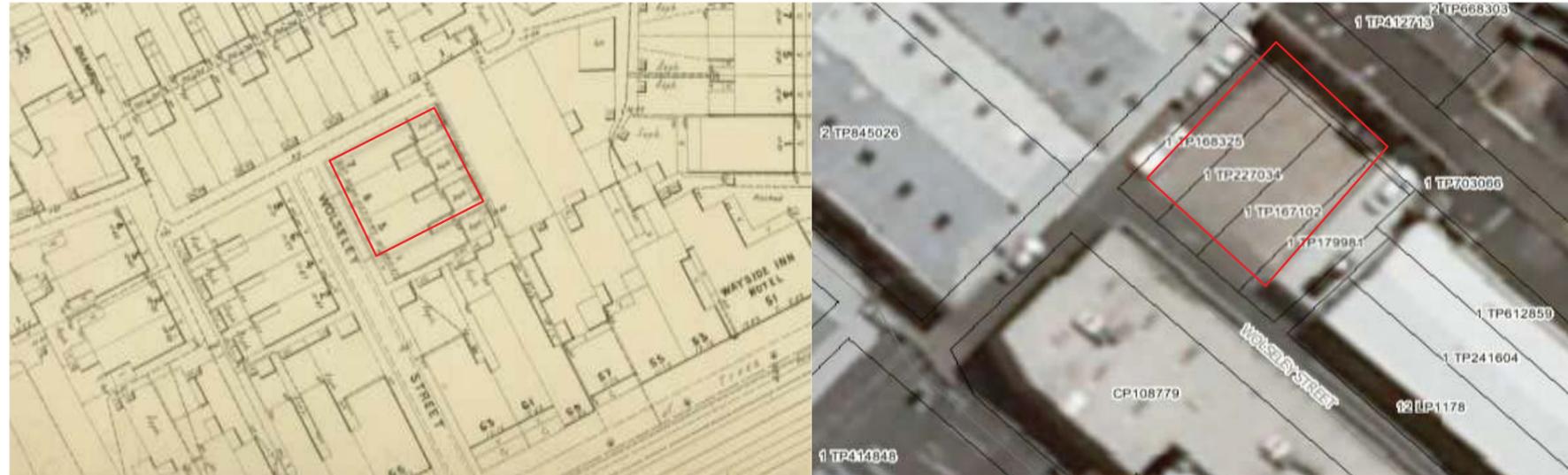
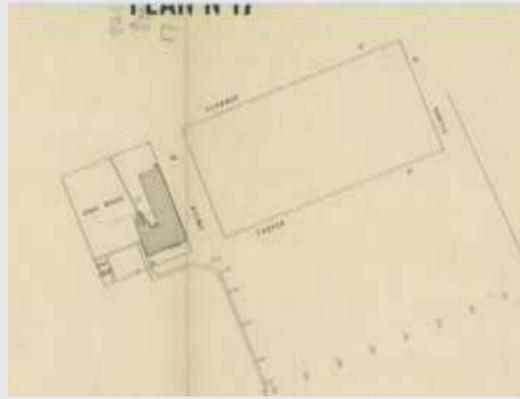
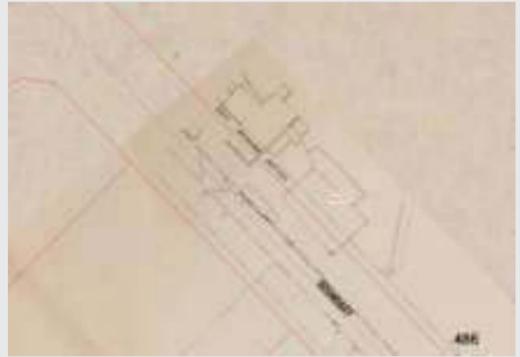


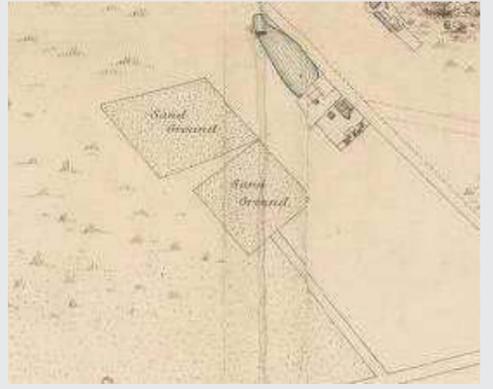
Figure 57: Cottage sites on Wolseley Street off City Road, in MMBW Plan and current aerial photo.

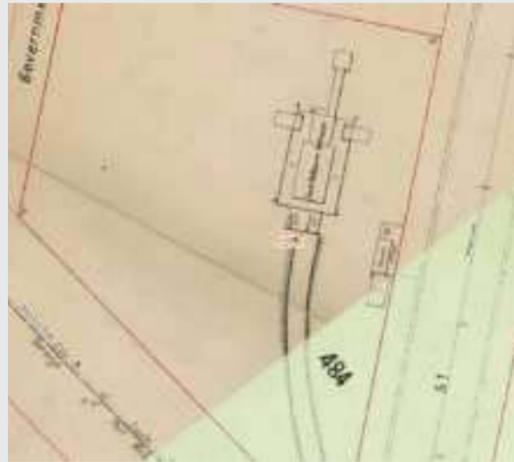
Table 4: Potential Archaeological Places

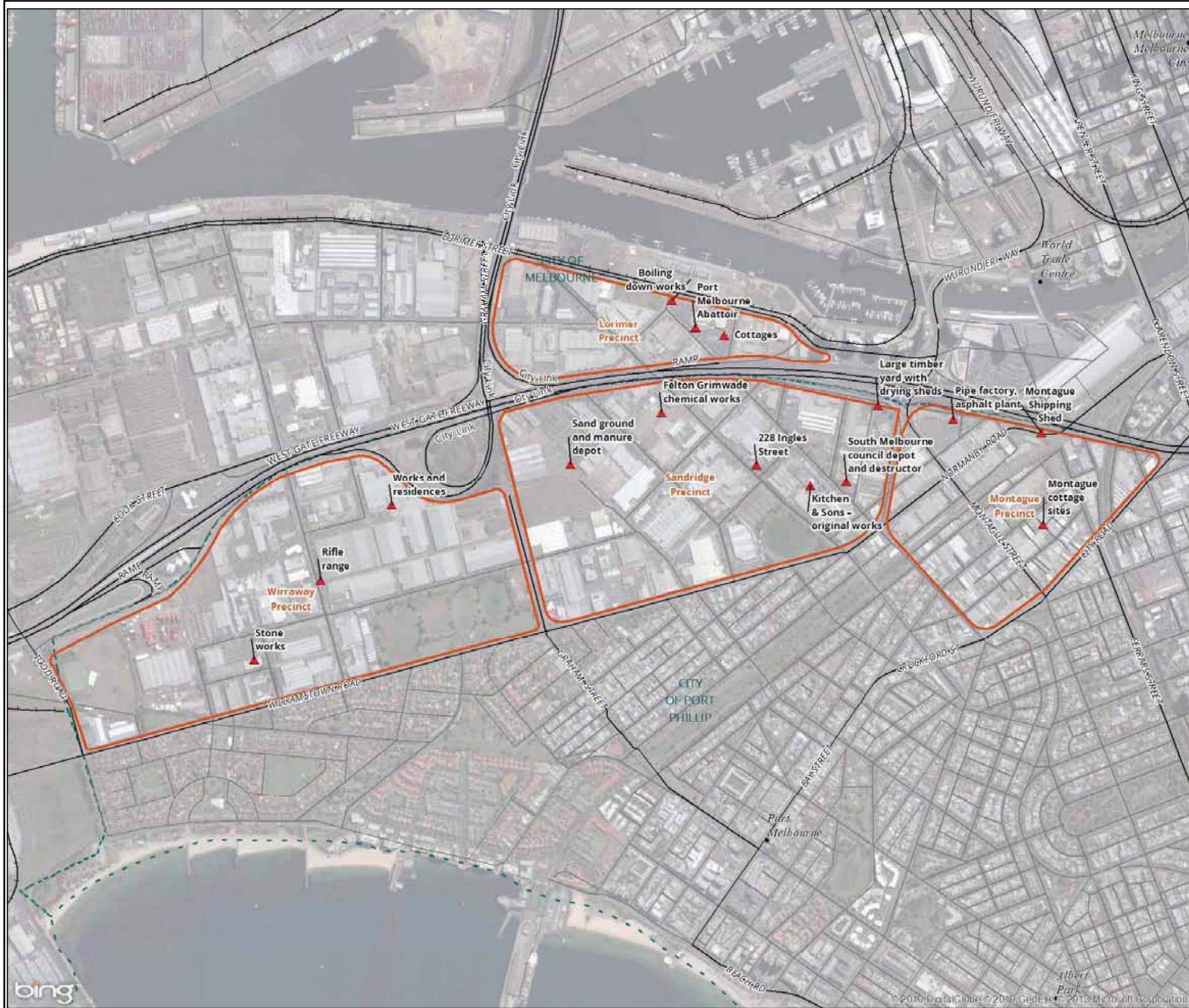
Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	potential significance, level	Recommendation
	Montague cottage sites	-37.830531,	144.952068	Various locations Montague, Thistlethwaite, Buckhurst, Gladstone, Ferrars, and minor street and lanes	The Montague area began as a swamp intersected by the two rail lines in 1854-7, By the 1970s small lots for workers cottages were established, and built out by the end of the century. Already a notorious slim but the early 20 th century, slum clearance advocates saw the demolition of most houses and replacement with industry by the med century.	archaeological potential	Archaeological investigation strategy prepared to investigate representative sample of sites.
	Rifle range	-37.831751,	144.92413	Salmon St.	Shown on early plan	archaeological potential	

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	potential significance, level	Recommendation
	Stone works	-37.834149,	144.921502	Smith St near Plummer St	Evident on MMBW plans	Industrial archaeological potential	Further Archaeological investigation, specific site research and possible test excavation prior to development
	Large timber yard with drying sheds	-37.826785,	144.945792	Brady Street		archaeological potential	Further research and potential watching brief
	Cottages	-37.82454,	144.939934	Hartly St south of Lorimer	Shown on early port map (Coode) possible related to nearby abattoirs.	archaeological potential	
	South Melbourne Abattoir	-37.824277,	144.938818	Boundary and Lorimer St.	First built 1861, reconstructed 1898-9, demolished in 1990s	Industrial archaeological potential	Further Archaeological investigation, specific site research and possible test excavation prior to development
	Boiling down works	-37.82343,	144.937949	Boundary St	Established 1850s and short lived – part of extensive noxious trades along river	Industrial archaeological potential	Further Archaeological investigation, specific site research and possible test excavation prior to development

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	potential significance, level	Recommendation
	Pipe factory, asphalt plant	-37.82726,	144.948689	Brady and Ford Sts.	Shown on some early plans possibly related to council and later CRB road depot	Industrial archaeological potential	Further Archaeological investigation, specific site research and possible test excavation prior to development
	228 Ingles Street	-37.828523,	144.941061	1940s factory	Post war survivor	Demolished archaeological potential	Possible watching brief prior to redevelopment
	Montague Shipping Shed	-37.827718,	144.952068	167 Normanby Road	Erected in late 19 th century for transhipment of Sandridge pier cargoes, demolished for Jeff's Shed	HO093 Demolished – once the most dramatic "Corrugated Classical" architecture – related to importance of bay piers, Port Melbourne railway and imports	Possible watching brief prior to redevelopment

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	potential significance, level	Recommendation
	Kitchen & Sons – original works	-37.829184,	144.94311	164-220 Ingles St	Established 1856 as soap and candle works, moved to this site in 1859	Earliest structures may have included cellars, bluestone foundations, boiler settings & underground flues.	Further Archaeological investigation, specific site research and possible test excavation prior to development
	Sand ground and manure depot	-37.828379,	144.933894	Either side of Bridge St north of Fennel St	Established by 1850s, and formalised in 1870s – sand extracted for road works, mortar and concrete and other uses, manure depot used to dispose of sewage waste under pan collection system.	Domestic refuse and other archaeological artefacts, but in mixed secondary deposit.	Possible watching brief prior to redevelopment
	Works and residences	-37.829497,	144.926941	Off Woolboard road	Buildings shown on 1864 cox plan, probably related to early boiling down works	Potential industrial archaeological remains	Further Archaeological investigation, specific site research and possible test excavation prior to development

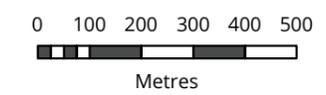
Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	potential significance, level	Recommendation
	South Melbourne council depot and destructor	-37.82909,	144.944515	81 White St	Ramp hoppers and incinerator shown on MMBW plans in 1890s, site in use 1880s to 1950s.	Potential industrial archaeological remains	Further Archaeological investigation, specific site research and possible test excavation prior to development
	Felton Grimwade Chemical works	-37.826463,	144.937627	289 Ingles St	Established in this site about 1870, and main works for diverse chemical, drug and	Potential industrial archaeological remains	Further Archaeological investigation, specific site research and possible test excavation prior to development



Legend

- ▲ Areas of historical archaeological potential
- ▭ Study Area

Figure 58: Areas of historical archaeological potential



Scale: 1:12,000 @ A3
Coordinate System: GDA 1994 MGA Zone 55



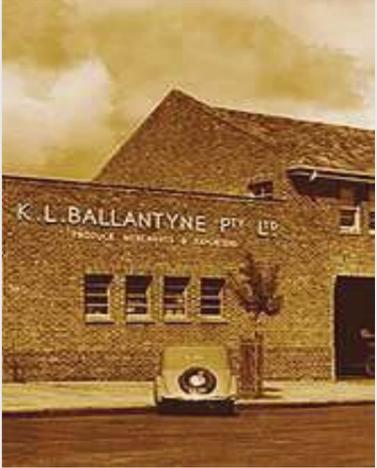
Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

Matter: 16364,
Date: 12 June 2013,
Checked by: GV, Drawn by: JMS, Last edited by: smitchell
Location: P:\16300s\16364\Mapping\16364_F47_HistoricalArchPotential

5.4 Adjacent heritage places

There are a small number of heritage places immediately adjacent to the Fishermans Bend Urban Renewal Area, or more distant, but which have had a significant impact on the historical development of the area. These places may be impacted indirectly by future development (for example possible overshadowing of garden City, or impact by new connector roads), and so consideration is given here to their role in the heritage of the Fishermans Bend area.

Table 5: Places adjacent to study area

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	significance	Recommendation
	Cable Tram Engine House facade	-37.830044,	144.955593	355 City Rd South Melbourne	Constructed 1888 for Sandridge route, closed 1926	Local significance – façade only	Consider compatible adjacent development
	K L Ballantyne	-37.82923,	144.956886	39 Ballantyne Street	Local prominent grocery wholesaler and manufacturer, adjacent to precinct off city Road	Local historical, architectural and aesthetic significance	Consider compatible adjacent development

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	significance	Recommendation
	Port Melbourne Garden City Housing Estates	-37.835242,	144.924903	South of Williamstown Road	1920s and 30s planned social housing, included in HO2	State significance	Consider compatible adjacent development
	GMH factory	-37.82243,	144.920719	Salmon St	Iconic Fishermans Bend manufacturer,	State and National Significance as iconic Australian auto maker – home of the FJ	Consider heritage interpretation in future design and planning
	Commonwealth Aircraft Factory	-37.824328,	144.913965	Lorimer St	Second major wartime industrial development north of precinct included factories, laboratories and airfield. Post war racetrack	State significance Some elements on Heritage Register, then relocated	Consider heritage interpretation in future design and planning

Thumbnail photo(s)	Name	Lat	Long	Address	Brief history	significance	Recommendation
 <p>national archives A1200, L22720</p>	Kraft factory	-37.827328,	144.923851	Cooke St	Food products company and producer of Vegemite moved to site in 1960s	Local significance as famous manufacturer	Consider heritage interpretation in future design and planning
	Fishermans Bend Migrant Hostel	-37.823565,	144.926512	Turner & Hall Sts	Converted army huts used for migrants from 1950s to 70s	Local historical interest	Consider heritage interpretation in future design and planning



Legend
 Study Area

Figure 59: Heritage places adjacent to the study area

0 100 200 300 400 500
 Metres

Scale: 1:12,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55103



Ballarat, Brisbane, Canberra, Melbourne, Sydney, Wangaratta & Wollongong

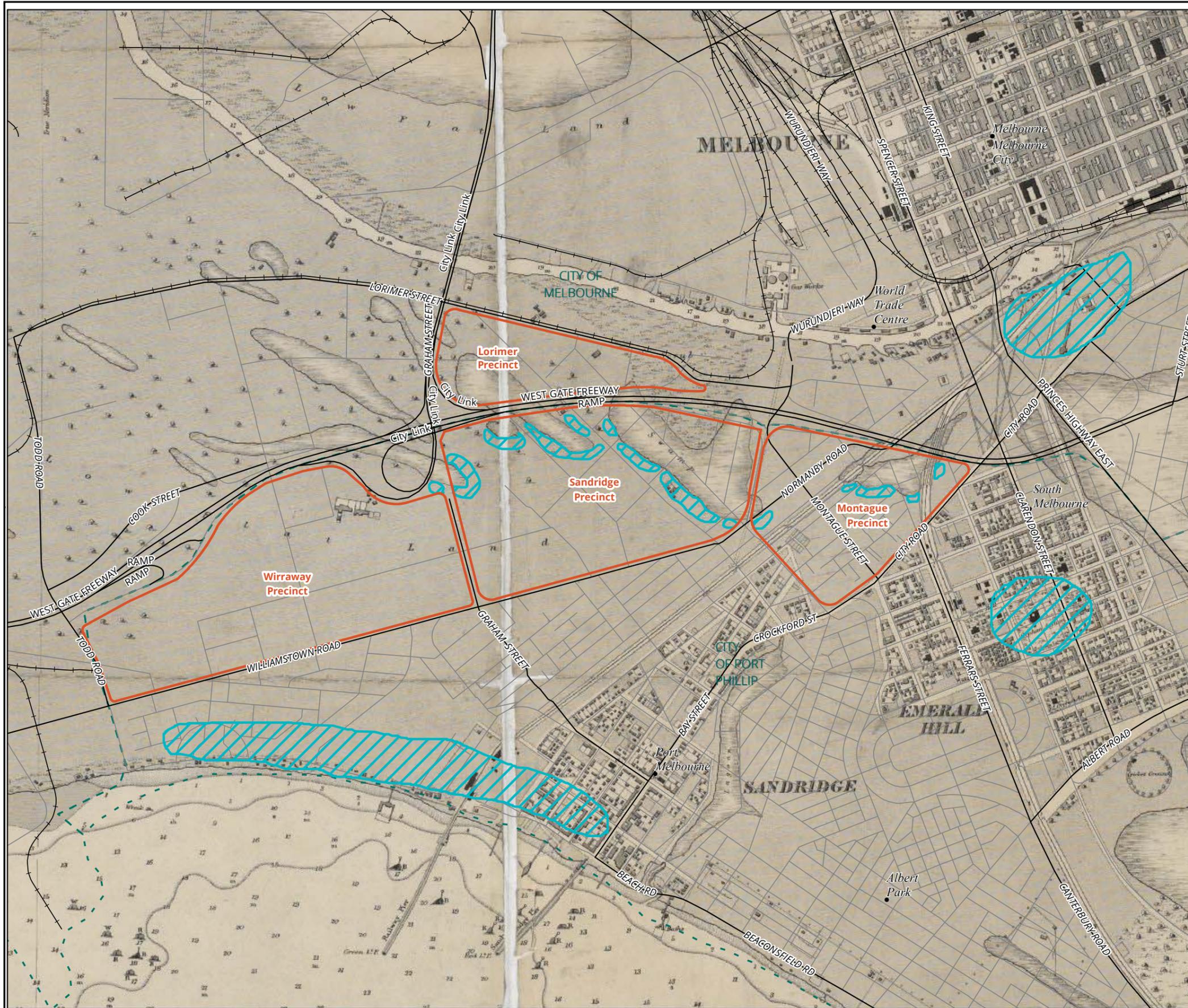
Matter: 16364,
 Date: 03 June 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: sflack
 Location: P:\16300s\16364\Mapping\16364_F48_HeritagePlaces

5.5 Aboriginal Heritage

Areas of Aboriginal archaeological potential have been identified on the basis that some parts of the study area may have been more conducive to at least temporary camping sites. These have been identified on the basis of ethnographic comparisons, and analysis of early plans which show areas of swamp, tea tree scrub sand ridge and plains.

The most likely locations for Aboriginal occupation (apart from the Yarra river near the fresh water fall, the high point of emerald Hill, and the immediate shore dunes at Sandridge, which are all outside of the Fishermans Bend Urban Renewal Area) are the areas of higher ground adjacent to the former freshwater wetlands that once extended across the middle of the fisherman's Bend Area, roughly in line with the present Westgate Freeway.

These areas have been mapped in Figure 60 from Cox's 1864 plan, correlated with outer plans and cadastral overlays. Area which have been clearly subject to deeper disturbance such as roads, have been omitted. Further refinement of this map could be undertaken through inspection of the specific areas on the ground and research into land use history and construction form for each of the properties.



Legend

- Study Area
- Aboriginal archaeological potential

Figure 60: Areas of subsurface Aboriginal archaeological potential

0 100 200 300 400 500
 Metres
 Scale: 1:15,000 @ A3
 Coordinate System: GDA 1994 MGA Zone 55 105

biosis
 Biosis Pty Ltd

Ballarat, Brisbane, Canberra, Melbourne,
 Sydney, Wangaratta & Wollongong

Matter: 16364,
 Date: 03 June 2013,
 Checked by: GV, Drawn by: JMS, Last edited by: sflack
 Location: P:\16300s\16364\Mapping\16364_F49_ArchPotential

6 Conclusion

6.1 General conclusion

The study has demonstrated a series of layers of history can be identified in the Fishermans Bend Urban Renewal Area which contribute to the distinctive character of the precinct. These layers are evident from surviving historic buildings, the pattern of subdivision and urban form, in street and lane layouts, tree planting, parkland, and the mix of old and newer buildings. Potential archaeological evidence, buried as the ground level has been progressively raised, also may survive, both of Aboriginal occupation, and the domestic and industrial uses of the past 150 years.

The following recommendations have been devised to help contribute to the investigation, analysis, conservation, preservation, and understanding of the historic fabric of the Fishermans Bend Urban Renewal Area during the process of planning, design and redevelopment. Recommendations have been provided in respect of individual places under tables 1-4 of this study.

6.2 Recommendations

General recommendations

In order to conserve and enhance the heritage character of the Fishermans Bend Urban Renewal Area, future development must be respectful of the built form, streetscapes and urban design which demonstrates that history. Therefore in preparing future planning and policy frameworks, strategic designs and proposals for new buildings and works, a number of matters should be addressed as follows:

- Incorporate existing fabric of heritage listed and contributory character buildings into new developments wherever possible.
- Maintain the scale, form, materials, finishes, and where possible functions of building elements in new developments. For example avoid overwhelming scale which dominates an adjacent heritage building; maintain existing laneways, especially intact bluestone pitched fabric; retain and use existing access and entry points to buildings – for example the cobbled Railway place.
- Manage impacts to adjacent heritage places through appropriate design and planning
- Manage impacts to Aboriginal and historical archaeological resources through appropriate investigations, statutory approvals and conservation measures such as excavation, watching briefs and recording.

Recommendations for further investigation

Heritage places identified in this study may be appropriate for future statutory protection. At this time, however, the heritage assessment has not proposed specific planning scheme changes, beyond consideration of including the study as an incorporated document or reference document in the Cities of Melbourne and Port Phillip Planning Schemes, and amending the Municipal Strategic Statement accordingly. Nor has it recommended any places for addition to the Victorian Heritage Register. Further research and analysis may, however, provide evidence to support inclusion of other places on the Heritage Overlay, Heritage Register and Heritage Inventory.

Places recommended for further investigation with a view to inclusion on the VHR

- Dunlop Factory Normanby Road

- Laconia Blanket Mills Normanby Road.
- Johns & Waygood, 408 - 430 City Road

Previously recorded heritage places and Existing HO

The existing heritage overlays cover the industrial precinct HO4 at City Road, several small commercial and residential properties in the Montague area and larger industrial sites of architectural and historic value. Conversion of these areas to new higher density residential uses will have impact on the historic character of the precincts, and so careful consideration needs to be given to design option for new developments. Options for managing these heritage places should be based on their significance and should include:

- Conservation and adaptive reuse of critical heritage buildings in accordance with the Port Phillip Planning Scheme recommendations.
- Preparation of conservation management plans (CMP) for sites of significance which are likely to undergo redevelopment.
- In some cases, undertake archaeological investigation prior to development.
- It is also recommended that the existing statement of significance for Heritage Overlay HO4, be amended to include the properties as follows:
 - Holvex Pty Ltd, 144 Ferrars Street cnr. Thistlethwaite Street
 - Shop & Residences, 123-5 Ferrars Street
 - Post war factory, Meaden Street

Newly identified heritage places

A number of places have some heritage value, but either have not been investigated, or are within larger heritage areas and have not been specifically referred to the Port Phillip Heritage Study or heritage overlays. Recommendations for these depend on establishing levels of significance for individual places and should include the following:

- As a general principle, attempt to retain and conserve all places which contribute to the historical character of the precincts. Consider inclusion of these places on the heritage overlay in future reviews and amendments.
- For contributory places within HO4 – modify the statement of significance to include specific mention of these other industrial and commercial buildings.
- For places where significance has not been established, undertake further historical research and site inspection to determine possible significance, where significance does not warrant conservation, record site before development.
- Consider identified contributory and character places for adaptive reuse as local interest architectural value.
- Places recommended for further investigation with a view to inclusion on the Heritage Overlay
 - Electricity Substation, cnr. Munro & Johnston Streets
 - Horse Trough, Ingles Street cnr. City Rd.
 - Rootes/ Chrysler factory, 11-19 Salmon and Plummer Streets
 - Two story shops, 498-500 City Road

- House, 506 City Road
- Shops, 159-63 Montague Street

Potential archaeological places

Archaeological values undoubtable lie beneath the surface in many parts of the Fishermans Bend Urban Renewal Area. These apply to Aboriginal sites, the sites of former workers cottages in the Montague precinct, sites of former and existing industrial enterprises, and areas of landfill, rubbish dumping and waste treatment. To manage these potential archaeological values, the following recommendations have been made.

A number of potential archaeological sites have been identified, which may retain buried evidence of Aboriginal occupation, early European settlement or industrial activities. Some historic sites may be appropriate for inclusion on the Heritage Inventory, but documentation is insufficient at present to meet recording requirements. Therefore it is recommended that further research is undertaken, to establish relative levels of historic structures, modern ground surfaces and excavation depths of overlying buildings, followed by completion of Heritage Inventory site cards for archaeological places which may be intact.

- Additional research into listed potential archaeological places and if evidence supports, completion of Heritage Inventory records
- Develop an archaeological investigation strategy for the Montague precinct, which identifies representative sample areas with higher likelihood of survival of significant archaeological remains. This could take the form of a hierarchical archaeological zoning plan which identifies areas according to high potential, moderate potential and probably destroyed, based on evidence of early plans and subsequent development on sites.
- Further Archaeological investigation, site research and possible test excavation of specific sites prior to development (based on archaeological investigation strategy).
- Further research and potential archaeological watching brief, where test excavation may not be warranted.

Adjacent heritage places

There are a number of heritage places immediately adjacent to the Fishermans Bend Urban Renewal Area, or are within the wider Fishermans Bend area and have played an important role in establishing the character and form of the area. Recommendations for managing impacts to adjacent heritage places include:

- Consideration should be given to both the impact of redevelopment on these properties, for example from overshadowing, conflicting scale and uses, and increasing pressures for further change appropriate compatible designs and uses should be sought where new development may impact on adjacent heritage places.
- Opportunities can be sought for consideration of heritage interpretation related to the historic places and activities adjacent to the precinct in future design and planning. For example the role of the Migrant Hostel, industries such as GMH, the aircraft factory and Kraft, and the connections to the docks and Port Melbourne can be interpreted. An interpretation and public heritage strategy for the precinct could be developed employing oral history, collating historical photographs and other records, publications, preparation of displays, and community events.

Aboriginal Heritage

Under the Aboriginal Heritage Act 2006, development and new works requiring a planning permit, may also require the preparation and approval of a Cultural Heritage Management Plan (CHMP). Triggers for a

mandatory CHMP are where the development is a high impact activity, and where it is undertaken in an area of cultural heritage sensitivity. Most anticipated new development in the Fishermans Bend Urban Renewal Area is likely to be high impact, however the area is not in an area of cultural heritage sensitivity. The Act also stipulates that it is an offence to cause harm to Aboriginal cultural heritage, and while there has been no Aboriginal heritage recorded in the Fishermans Bend area, background research shows that there is potential for Aboriginal archaeology to survive on natural ground surfaces beneath fill, and even beneath existing buildings.

As the vast area of the Fishermans Bend Urban Renewal Area precludes systematic investigation of all future excavation that might impact on buried Aboriginal heritage, an option may be to specifically target areas with highest potential for Aboriginal sites, and when redevelopment involving excavation to natural ground levels occurs, to undertake Archaeological investigation in conjunction with the development.

While the statutory triggers for a mandatory Cultural Heritage Management Plan (CHMP), under the Aboriginal Heritage Act 2006, are not present in respect of future development within the Fishermans Bend Urban Renewal Area, it is considered that there is potential for buried Aboriginal archaeological remains in some areas, and that the appropriate means for managing these would be to undertake a voluntary CHMP, which would include evaluation of archaeological potential and risks and provide recommendations and contingencies for dealing with any Aboriginal cultural heritage that may be found.

- Therefore it is recommended that Places Victoria undertake a voluntary Cultural Heritage Management Plan.

Distribution of the report

Copies of this report have been provided to have been provided to Places Victoria for distribution among State and Local government agencies.

Appendix – Bird observations at Fishermen's Bend

In 1898 the mouth of the Yarra was noted for its diverse and rare flora. Thirty species were recorded by one observer, many of which were noted as occurring only in the one spot or not found to the east of Melbourne.¹²⁸ The species noted included:

Frankenia laevis, Alternanthera triandra, Sagina apetala, Atriplex Muelleri, Enchylaena tomentosa, Salicornia arbuscula, Muehlenbeckia Cunninghamii, Eutaxia empetrifolia, Tillaea purpurata, Hydrocolyte hirta, H. tripartita, H. callicarpa, Pimelea clauca, Calotis scapigera, Angianthus Preissianus, Cotula filifolia, Lobelia platycalyx, Sebaea albidiflora, Samolus remens, Convolvulus sepium, Wilsonia humilis, W. rotundifolia, Myoporum deserti, M. humile, Azolla ficuloides.

Excursions by field naturalists to Fishermen's Bend continued well into the 1940s. For example in 1949 the Bird Observers Club recorded Double banded Dotterels, Little Stints, Red-capped Dotterels, and a lone Hooded Dotterel on the beach front, while on the sand bar were a few Crested Terns and one Fairy Tern. On the Flats, however, there was evidence of birds nesting including White fronted Chat, Red-capped Dotterels, Banded Plovers, Little grass Birds, Black Fronted Dotterels. Other species noted included Hardhead Ducks, Black Ducks, Little Grebes, Eastern Swamp Hens, Dusky Moorhens, Black Swans and Marsh Crakes. This particular outing recorded 35 native and 7 introduced species altogether. It is interesting to note that the various swamps, ponds, and other landscape features, mostly formed by intermittent filling and sand quarrying, were all known by different names such as the Bittern Pond, the Pit, the Butte Pond, the Crake Pond and the Old Butts.¹²⁹

A more comprehensive list of birds was printed in the BOC a little earlier:¹³⁰

Stubble Quail, Fairy Penguin, Marsh Crake, Dusky Moor Hen, Eastern Swamp Hen, Great Crested Grebe, Little Grebe, Hoary-headed Grebe, Cape Petrel, Black Cormorant, Little Pied Cormorant, Australian Gannet, Australian Pelican, Marsh Tern, Caspian Tern, White fronted Tern, Crested Tern, Fairy Tern, Silver Gull, Pacific Gull, Artic Skua, Turnstone, Pied Oystercatcher, Sooty Oyster Catcher, Red-kneed Dotterel, Spurwing Plover, Banded Plover, Golden Plover, Double-banded Dotterel, Red-capped Dotterel, Black-fronted Dotterel, White-headed Stilt, Eastern Curlew, Bar-tailed Godwits, Curlew Sandpiper, Red-necked Stint, Sharp-tailed Sandpiper, Australian snipe, Australian White Ibis, White Egret, White-faced Heron, White-necked Heron, Nankeen Night Heron, Brown Bittern, Maned Goose, Black Swan, Mountain Duck, Black Duck, Chestnut Teal, Grey Teal, Blue-winged Shoveler, Pink-eared Duck, Hardhead, Musk Duck, Swamp Harrier, Whistling Eagle, Little Falcon, Peregrine Falcon, Brown Hawk, Nankeen Kestrel, Blue-winged Parrot, Pallid Cuckoo, Narrow-billed Bronze Cuckoo, Welcome Swallow, Tree Marten, Grey Fantail, Willie Wag Tail, Flame Robin, Magpie Lark, White-fronted Chat, Brown Son Lark, Little Grass Bird, Australian Reed Warbler, Golden-headed Fantail, White-naped honeyeater, White-plumed Honeyeater, Pipit, Australian Raven, White-backed Magpie. (introduced birds) House Sparrow, Tree Sparrow, Starlings, Indian Myna, Turtle Dove, Goldfinch, Greenfinch, English Sky Lark.

¹²⁸ Alex Morrison, "Some Plants found growing at Mouth of River Yarra and at Werribee, *The Victorian Naturalist*, Vol. 15 1999, p.87.

¹²⁹ "Fishermen's Bend Outing", *Bird Observers Club Monthly Notes*, Sept. 1949; Jack Jones, "The Birds of Fishermen's Bend, *Bird Observers Club Monthly Notes*, February 1938; "Fishermen's Bend Outing", *Bird Observers Club Monthly Notes*, May 1946; "Trip to Fishermen's Bend" *Bird Observers Club Monthly Notes*, Oct. 1948.

¹³⁰ "Birds of Fishermen's Bend Melbourne, 1937-1947, Observations by Roy Wheeler", *Bird Observers Club Monthly Notes*, August 1947.

Bibliography

Allom Lovell Sanderson Pty Ltd, Port Melbourne Conservation Study Review p.4/20

Barker, M, Nicholls, C & Bell, J, 2006, West Gate And Monash Freeway Upgrade Works Williamstown Railway Line To Heatherston Road Cultural Heritage Desktop Assessment

Barrett, Bernard, The civic frontier: The origin of local communities and local government in Victoria, Melbourne University Press, Melbourne, 1979

Borke, Sigrid, *In and out of port: voices from the port of Melbourne, an oral history*. S Borke, 2000.

Boys, R.D. *First Years at Port Phillip, 1834- 1842*. Melbourne 1959.

Bride, Margaret, Bride, Graham and Port Melbourne Historical & Preservation Society *The borough and its people : Port Melbourne 1839 - 1939*. Port Melbourne Historical & Preservation Society, Port Melbourne, Vic, 2013.

Buckrich, Judith Raphael & Tenenbaum, David . *The long and perilous journey: a history of the Port of Melbourne*. Melbourne Books, Melbourne, 2002

Cannon, M. Old Melbourne Town before the Gold Rush, 1991.

Caruso, Sando Football Grounds of Melbourne Pennon, 2002 pp.118-9.

Charter Keck Cramer Hansen Partnership, Fisherman's Bend Planning and Economic Development Strategy Prepared for City of Port Phillip, Review of Heritage Overlay 1, Port Melbourne, Outcomes and Recommendations, Prepared for City of Port Phillip, May 2011.

Clark I. *Aboriginal Languages and Clans*. 1990,

Clark, Ian D. Toby Heydon 1998,, 25-7 *A Bend In The Yarra: A History Of The Merri Creek Protectorate Station*

Clark, V Todd Road And Cook Street Port Melbourne Proposed Realignment archeological survey for VicRoads. 2004,

Coode, John Sir, 1816-1892 and Melbourne Harbour Trust *Melbourne Harbour Trust: dock and river improvements proposed by Sir John Coode.*, 1879.

Curr, E.M., Recollections of Squatting in Victoria Then called the Port Phillip District (from 1841-1851), MUP,, pp.9-10.

Duncan, B & Griffin, D, An Archaeological/Cultural Heritage Assessment Of Howe Parade Extension, Port Melbourne, Victoria 2007,

Dunstan, D, Moloney, D, Austin, G and National Trust of Australia (Victoria) *Port Melbourne & St. Kilda railway lines*. National Trust of Australia (Victoria), Melbourne, 1987.

Flemming, James, Journal, Log book of Charles Grimes, 2.2.1803. Quoted in N. U'ren and N. Turnbull: A History of Port Melbourne, O.U.P. 1983, p.6 in Allom Lovell and associates: "Port Melbourne Conservation Study Review, vol.1, pp.13-14., and Ward A. Port Phillip Heritage Review Vol 2011, Version 15.p.26.

Grainger, Pat, *They can carry me out : memories of Port Melbourne : as recorded by the Vintage Port : Worth Preserving Project*. The Project, Port Melbourne, 1991

Grainger, Pat and Port Melbourne Historical & Preservation Society *Railway rockeries : tales of the Melbourne and Hobson's Bay railway reserves, Port Melbourne*. Port Melbourne Historical and Preservation Society, Port Melbourne 2003.

Green, J., Mann, A., Rene, V, Beruldsen, J., "Bosch 40 Years Australia 1954-94", 1994, p.11.

Heritage Alliance, 2008 'Survey of Post-War Built Heritage in Victoria' p. 248 "Fishermen's Bend Migrant Hostel (former) [remnant hut] 030-005 50-56 Atkinson Street Oakleigh, http://www.dpcd.vic.gov.au/_data/assets/pdf_file/0015/47202/Post_war_study_Stage1_Vol2_Trans.pdf

Hoare, Benjamin, *Jubilee history of the Melbourne Harbor Trust: compiled from the original records of the Trust and from the Victorian Hansard*, Peacock Brothers, Melbourne, 1927.

Hoddle Colville, Bernes, *Robert Hoddle, Pioneer Surveyor 1794-1881*, Research Publications Melbourne 2004,

Howell-Meurs Jonathan and Michael Lever 2012, Port Capacity Project Port of Melbourne, City of Melbourne, City of Port Phillip Upgrade of port facilities Cultural Heritage Management Plan CHMP No: 11083 Port of Melbourne Corporation

Howitt, *The Native Tribes of South East Australia* 1904,

Jacobs Lewis Vines Architects. Port Melbourne conservation study 1979. InfraLib 720.99451 POR:

Kitchen, Colin, 'John Kitchen Chemical Industry Pioneer A Soap Story' *Victorian Historical Journal* vol 64, No. 1, April 1993

Lahey, John 'When Coode Island was a paradise for birds', *The Age*, 15 March 1994

Lowenstein, W., and Hills, T., *Under the Hook: Melbourne Waterside Workers remember working lives and class war:1900-1980*, 1982, Melbourne Bookworkers, p.7.

Matthews, L., An archaeological survey of Plummer Street Local Truck Bypass, Port Melbourne, Victoria. Unpublished Report to VicRoads. 2005.

Meiers Allan, *Fisher Folk of Fishermans Bend*, published by Port Melbourne Historical and Preservation Society October 2006

Morrison, Alex "Some Plants found growing at Mouth of River Yarra and at Werribee, *The Victorian Naturalist*, Vol. 15 1999

Nicolson, O. and du Cross, H., 1999. Port/South Melbourne Gasworks Facility Redevelopment: Archaeological Monitoring Volume 1. Unpublished Report to Urban Land Corporation.

Phillips, A., "Kindergartens, Housing and Charity" p.30, in Allom Lovell and associates, op. cit.,

Port Melbourne Historical & Preservation Society *Historic Port Melbourne 2002*. The Society, Port Melbourne, 2001.

Port Melbourne Library & Port Melbourne Council. Centenary Celebrations Committee (1939). *Greater Port Melbourne : official souvenir of the 1939 Port Melbourne Centenary Celebrations Committee*. Anderson's Printing and Publishing, South Melbourne

Port Phillip heritage review: an incorporated document at Clause 81 of the Port Phillip Planning Scheme (Variable title: Geelong Region development study. Melbourne southeast sector development study) (electronic resource) / Port Phillip (Vic.). Council. 1 CD-Rom. 2000. InfraLib AV CD 160

Pratt, A., *The National Handbook of Australia's Industries*, The Specialty Press Pty. Ltd., (1934)

Presland, G. 1985. *Aboriginal Melbourne: the Lost Land of the Kulin People*. McPhee Gribble, Ringwood.

Presland, G. Land of the Kulin 1985.

Presland, G, First people: the Eastern Kulin of Melbourne, Port Phillip & Central Victoria / Gary Presland

Priestley Susan *South Melbourne: A History* Melbourne University Publishing, 1995

Priestly, Susan 'Emerald Hill' eMelbourne Encyclopedia, <http://www.emelbourne.net.au/biogs/EM00519b.htm>

Read, M. Garden City, Port Melbourne 1986. InfraLib 720.99451 POR:R

Rhodes, D, Channel Deepening Project-Port Phillip Bay

Riches, Arnold and Kitchen, Tony *History of J. Kitchen & Sons*. Tony Kitchen], [Melbourne, 2002.

Rosengren, N.J. *Sites of Geological and Geomorphological Significance in the Western Region of Melbourne*, Conservation Forests and Lands, Victoria, 1986.

Ruhen, Olaf, *Port of Melbourne, 1835-1976*. Cassell Australia, Stanmore, N.S.W, 1976.

Sands and McDougall directories.

Sutherland, A. *Victoria and its Metropolis Past and Present*, 1888, v.2,

Tovey, J.R. "Some notes on Coode Island and its Flora" *Victorian Naturalist*, No.XXVIII July 1911.

U'Ren, Nancy & Turnbull, Noel, *A history of Port Melbourne*. Oxford University Press, Melbourne, 1946- 1983.

Ward, Andrew, 2001 and 2009, Port Phillip Heritage Review, Version 14, 2009 Port Melbourne - The Garden City Housing Estates - HO2, City of Port Phillip

Yarnasarn, Sanay *The development of the Port of Melbourne 1877-1971.* , 1974.

Newspapers

The Age,

The Argus

Emerald Hill Record

Police News