

22.01 HERITAGE POLICY

28/03/2018
VC145

This Local Planning Policy affects areas included in the Heritage Overlay and comprises the following:

- 22.01-1: General Heritage Policy
- 22.01-2: Government Survey Heritage Precinct Policy
- 22.01-3: Private Survey Heritage Precinct Policy
- 22.01-4: Hannan’s Farm (Ramsgate Estate) and Williamstown Beach Heritage Precincts Policy
- 22.01-5: Ferguson Street Civic and Commercial Heritage Precinct Policy
- 22.01-6: Nelson Place Heritage Precinct Policy
- 22.01-7: Cox’s Garden Heritage Precinct Policy
- 22.01-8: Housing Commission of Victoria Estates Heritage Precincts Policy
- 22.01-9: Newport and Spotswood Residential Heritage Precincts Policy
- 22.01-10: Newport Civic and Commercial Heritage Precinct Policy
- 22.01-11: Industrial Heritage Places Policy

Using this Policy

This policy comprises an overall heritage policy, which applies to all heritage precincts and places within the City of Hobsons Bay. There are also additional sub-policies for specific heritage precincts and places within the municipality and a sub-policy on Industrial Heritage Places. Each individual sub-policy has its own policy basis, objectives, and policy statements that should be considered in conjunction with the overall policy.

The *Hobsons Bay Heritage Study Amended 2014* informs this policy and should be referred to in identifying the significance of the heritage precincts.

A ‘heritage precinct’ is a group of heritage places identified by the *Hobsons Bay Heritage Study Amended 2014*.

The term ‘heritage place’ refers to:

- A place that is individually cited in the *Hobsons Bay Heritage Study Amended 2014*.
- A place that is contributory to the significance of a heritage precinct.

Application requirements

Where a permit is required for development in a Heritage Overlay, an application must be accompanied by information that adequately responds to the relevant sections of the *Hobsons Bay Heritage Study Amended 2014*, the *Guidelines for Infill Development in Heritage Areas in Hobsons Bay 2006* and the *Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006*.

22.01-1 General Heritage Policy

17/07/2014
C101

This policy applies to all land included within a Heritage Overlay.

Policy basis

The Hobsons Bay Municipal Strategic Statement identifies the need for a local policy to ensure that the cultural heritage of Hobsons Bay is conserved and enhanced.

The communities of Hobsons Bay have played an important role in the historic development of Victoria and the unique history of Hobsons Bay is illustrated by a wide variety of heritage places that include buildings, neighbourhood precincts, trees and

landscapes, and urban forms. The heritage places of Hobsons Bay reflect the key themes that have shaped the development of the city since the establishment of Williamstown in the 1840s as the first port of Melbourne, through the development of Newport and Spotswood during the Federation and Interwar periods associated with the growth of railways and related industries, to the post-war industrial and residential expansion that transformed Altona and Laverton.

These heritage places are important for the reasons described in the *Hobsons Bay Heritage Study Amended 2014*, as well as the broader social, cultural and economic benefits they bring by:

- Providing historic continuity, which enables the complex layering of the history of Hobsons Bay to be understood and interpreted.
- Enhancing the character and amenity of the city by contributing to the unique identity of each neighbourhood.
- The heritage of Hobsons Bay is highly valued by the community and there is strong support for controls and policy to protect and conserve places of identified heritage significance.
- This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014*.

Objectives

To conserve characteristics that contribute to the individual identity of heritage places and precincts within Hobsons Bay and ensure that their cultural significance is not diminished by:

- The loss of any fabric which contributes to the significance of the heritage place or precinct;
- Inappropriate new development;

To conserve heritage places in accordance with the principles and procedures recommended by the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (Burra Charter)*.

To ensure new development is of a high quality design that creatively interprets and responds positively to the historic context provided by the heritage place or precinct.

To support the replacement of non-contributory buildings with new development that responds positively to the historic context provided by surrounding heritage places.

To ensure new development becomes a valued addition, which complements the aesthetic qualities of a heritage place or precinct.

To ensure new development does not distort historic evidence of heritage places by copying or reproducing historic styles or detailing.

To encourage the viable use of buildings as part of their conservation.

To ensure a consistent approach to the conservation of heritage places.

To conserve heritage places and precincts based on the statement of significance for the place or precinct.

To improve community awareness of the importance and value of heritage places and precincts.

To ensure new development responds positively to special features such as views, vistas, significant vegetation and landmarks.

To ensure landscaping enhances the historic cultural landscape character found in a street or precinct.

To ensure new development does not visually dominate a heritage place or precinct.

Policy

Exercising discretion

It is policy to conserve heritage places and precincts by:

- Ensuring the maintenance and preservation of heritage places;
- Ensuring the restoration or reconstruction of fabric where opportunities arise.
- Discouraging the demolition of heritage places unless the demolition is only part of the heritage place and it can be demonstrated to the satisfaction of the Responsible Authority that, as appropriate:
 - Ensuring the fabric to be removed is not significant;
 - Ensure the fabric to be removed will not adversely affect the significance of the heritage place;
 - Ensuring development will assist in the long term conservation of the heritage place;
 - In the case of an industrial heritage place, ensuring development will facilitate the historic use of the heritage place and will not result in the loss of fabric of primary significance;
- Discouraging the demolition of heritage places unless it can be demonstrated to the satisfaction of the Responsible Authority that the structural integrity of the heritage place has been lost;
- Generally not accepting the poor condition or low integrity of a heritage place as justification for its demolition, particularly if in the opinion of the Responsible Authority the condition of the heritage place has deliberately been allowed to deteriorate;
- Maintaining and enhancing the setting of heritage places and precincts by the removal of non-significant fabric and by ensuring that infill buildings or additions to existing buildings are visually recessive. This includes views and vistas to a heritage place from public places;
- Encourage the removal of alterations and additions except where they contribute to the significance of the heritage place;
- Ensure new infill buildings, alterations and additions to existing buildings are visually recessive and compatible in scale, siting, design, form and materials with the character of the heritage place or precinct;
- Ensure new infill buildings have regard to the Guidelines for Infill Development in Heritage Areas in Hobsons Bay 2006;
- Ensure alterations and additions to contributory dwellings have regard to the Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006;
- Ensure alterations and additions to non-contributory dwellings have regard to the Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006;
- Conserve early public realm infrastructure such as basalt gutters, unmade roadside verges, bluestone and concrete kerbs, channels, footpaths and laneways are conserved and reconstructed as appropriate;
- Discourage vehicle crossovers and off-street parking provision at the front of heritage places, unless it can be demonstrated to the satisfaction of the Responsible Authority that these features were historically found in the street where the property is located and that no suitable alternative exists;
- Significant street trees should not be removed unless they die or in the opinion of the Responsible Authority become a safety risk. If a significant street tree is removed, it should be replaced with a semi-advanced species to the satisfaction of the Responsible Authority;
- Original front fences and related features such as lynch gates and pergolas should be retained;

- If a front fence is not significant, low timber picket fencing or other styles that are historically appropriate for the stylistic period of the dwelling should be provided, unless historic evidence to the satisfaction of the Responsible Authority can be provided for an alternative design;
- Ensure subdivision is compatible with the original subdivision layout and character of the heritage place or precinct;
- Ensure advertising signs have regard to the *Hobsons Bay Advertising Sign Guidelines 1999* and are traditional in form and location;
- Encourage historical research of heritage places and precincts and promote their physical link with history.

Decision Guidelines

It is policy that before deciding on an application the Responsible Authority must consider, as appropriate:

- The significance of the heritage place or precinct as described in the *Hobsons Bay Heritage Study Amended 2014* and whether the proposed buildings or works will adversely affect the cultural significance of the heritage place or precinct;
- Whether the application has responded appropriately to the relevant design guidelines in the Guidelines for Infill Development in Heritage Areas in Hobsons Bay 2006 or the Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006.

Whether the proposed buildings or works will assist in the conservation of the place by:

- Maintaining, protecting, restoring, repairing or stabilising significant fabric;
- Supporting the continued original use of the building by enabling it to be upgraded to meet present day requirements and standards;
- Implementing works in accordance with a Conservation Management Plan that has been prepared to the satisfaction of the Responsible Authority;
- Allowing an alternative use (where this is permitted by the Planning Scheme) when the original use of the building is no longer viable, or in accordance with a Conservation Management Plan;
- Whether the proposed buildings or works will have an adverse effect on a significant tree identified by the *Hobsons Bay Heritage Study Amended 2014*, or any tree that contributes to the setting of a heritage place or precinct.

Policy references

- Hobsons Bay Heritage Study Amended 2014.
- Guidelines for Alterations and Additions to Dwellings in Heritage Areas in Hobsons Bay 2006
- Guidelines for Infill Development in Heritage Areas in Hobsons Bay 2006
- Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (The Burra Charter).
- Hobsons Bay Advertising Sign Guidelines 1999 (or any subsequent version).

22.01-2 Government Survey Heritage Precinct Policy

17/07/2014
C101

This policy applies to all land and heritage places within the Government Survey Heritage Precinct, (HO8), the Cecil Street Heritage Precinct, (HO1), Electra Street Heritage Precinct (HO4), Esplanade Residential Heritage Precinct (HO6), Hanmer Street Heritage Precinct (HO12), Pasco Street Heritage Precinct (HO24), part of the Railway Crescent Heritage Precinct east of Giffard Street (HO28), Verdon Street Heritage Precinct (HO32), and places individually listed in the Schedule to the Heritage Overlay in the area generally bounded by

Ferguson Street, Nelson Place, Kanowna Street, Morris Street, Esplanade, Giffard Street, and Railway Place in Williamstown.

Policy basis

The Government Survey Heritage Precinct comprises the parts of “Williams Town” originally surveyed by Robert Hoddle and later extended by the Victorian Colonial Government between 1837 and 1855. Historically, the precinct demonstrates the most important and prosperous phases in the development of Williamstown, from the mid-nineteenth to early twentieth centuries associated with the development of the port and later influenced by the development of railways and related industries. The early settlement of Williamstown and its importance as a port and defence facility, also contributes to a broader understanding of the history of Victoria.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To retain the distinctive cultural heritage significance of this precinct which is derived from:

- The strong associations with the maritime and railway industries that were key influences in the early historic development of Williamstown;
- The strong associations with the formative civic, public and commercial development that occurred in Williamstown during the nineteenth century;
- The setting and visual prominence of the civic, public and commercial buildings on key sites throughout the precinct, and in particular the grouping of related basalt public buildings in Cecil Street and public buildings in Electra Street;
- The strong and distinctive urban form created by the regular grid subdivisions, separated by areas of open space, which exemplifies nineteenth century town planning;
- The pre-1860 buildings, which demonstrate the very early origins of this precinct and comprise one of the most significant collections of buildings from this period within Victoria;
- The Williamstown railway line corridor;
- The generally uniform scale (predominantly single storey), siting (generally detached, parallel to frontage), construction (predominantly horizontal weatherboard with pitched hipped or gable roof) and subdivision pattern (single dwellings on rectangular regular shaped allotments) of residential buildings, which provide a unifying element throughout the precinct. Typically, car parking is not provided on site;
- Regular shaped lots with frontages predominantly between 6-9 metres, which create a distinctive pattern of development;
- The rare surviving examples of early housing construction such as pre-fabricated timber dwellings, basalt houses, and attached row houses with undivided roofs;
- The unique nineteenth century road layout in key streets, and other historic public infrastructure;
- Significant trees on public and private land, which contribute to the cultural landscape character.

Policy

It is policy to encourage infill development that has:

- Respect for the single storey scale of the precinct generally with detached siting;
- Simple single or double fronted building forms;

- Horizontal weatherboard cladding for walls visible from the street. Alternatively, smooth render brick or masonry or a combination of these may be provided;
- Simple hipped corrugated iron or slate roof forms;
- Windows visible from the street that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank if grouped;
- Eaves and verandahs in street elevations.

It is policy that alterations and additions to existing dwellings should:

- Be single storey scale when viewed from a street (not including a right-of-way);
- Be sited to the rear of the existing building;
- Be setback from side boundaries to reflect the existing pattern of development;
- Be the same, or a contemporary interpretation of the wall cladding of the existing dwelling for walls visible from the street;
- Be compatible with the heritage place's roof form and material as visible from the street;
- Be the same as the significant fabric of the facade or profile of the main roofline as viewed from the street;
- Retain contributory features such as chimneys and bluestone foundations;
- Avoid windows in upper floor elevations facing the street;
- Be ground floor windows visible from the street that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank, if grouped.

22.01-3 Private Survey Heritage Precinct Policy

17/07/2014
C101

This policy applies to all land and heritage places within the Private Survey Heritage Precinct (HO27), the Power Street Heritage Precinct (HO26), Lenore Crescent Heritage Precinct (HO18), Macquarie Street Heritage Precinct (HO19), James Street Heritage Precinct (HO17), The Strand Heritage Precinct (HO31), Dover Road and John Street Heritage Precinct (HO3), and places individually listed in the Schedule to the Heritage Overlay in the area generally bounded by North Road, The Strand, Ferguson Street, Power Street, and Melbourne Road in Williamston and Newport.

Policy basis

Historically, the Private Survey Heritage Precinct is significant for its ability to illustrate the two main development phases of the city during the Victorian (port rise and decline) and Edwardian to Interwar periods (railway and manufacturing industry). This has created a distinctive layering of history, which illustrates how this part of Williamston and Newport developed quite differently to the Government Survey Heritage Precinct to the south of Ferguson Street. Compared to other precincts in Hobsons Bay, it is more heterogeneous in character and is aesthetically significant for the groups of predominantly late nineteenth and early twentieth century houses that range from predominantly Victorian-era precincts such as James and Macquarie Streets, to almost exclusively Interwar enclaves such as Federal Street, Chandler Street and Lenore Crescent. Housing in other streets, although stylistically different, share common elements of scale, siting, materials and roof forms, which create cohesive groups. Some streets retain early street detailing such as basalt kerb and channel and mature street trees, which enhance and reinforce the historic character. Another notable element is the Victorian and Interwar commercial buildings and hotels, which are typically located on prominent corner sites and sited on the frontage throughout the precinct.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To retain the distinctive cultural heritage significance of this precinct which is derived from:

- The extent of speculative subdivision within Williamstown during the nineteenth century, which created a less regular street pattern compared to other parts of Williamstown and Newport;
- The ability to illustrate, often within the same street, two key periods in the development of Williamstown from maritime to railway and other industries;
- The commercial development scattered throughout the precinct that illustrates how self-contained communities developed in the era before the use of cars became widespread;
- The pre-1860 buildings, which demonstrate the early origins of parts of this precinct closer to Ferguson Street. The contrast between streets that are relatively homogeneous in character with streets that are more heterogeneous in character;
- The architectural diversity of the residential buildings comprising villas and bungalows from the Victorian to Interwar periods of generally uniform scale (predominantly single storey), siting (detached), construction (predominantly horizontal weatherboard with pitched hip or gable roof), and a regular subdivision pattern (single dwellings on regular allotments), which provide a unifying element throughout the precinct. Typically, car parking was not provided on site until later in the Interwar period;
- Regular shaped lots with wide frontages predominantly between 10-15 metres, which create a distinctive pattern of development;
- Landmark hotels and commercial buildings which are typically sited on prominent street corners.

Policy

It is policy to encourage infill development that has:

- Respect for the single storey scale of the precinct with double storey elements setback to minimise visibility from the street;
- Detached siting parallel to the frontage, unless angled siting is a characteristic of the street or group of houses where a property is located;
- Simple single or double fronted building forms with symmetrical plans in streets or groups of houses that have predominantly Victorian character, or asymmetrically designed plans in streets or groups of houses with predominantly Edwardian or Interwar character;
- Horizontal timber weatherboard cladding for walls visible from the street. Alternatively, smooth render brick or masonry or a combination of these may be provided;
- Hipped corrugated iron or slate roof forms, except in streets or groups of houses, which have predominantly Edwardian or Interwar character, where terracotta tiles may be provided;
- Windows visible from the street that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank if grouped;
- Eaves and verandahs in street elevations.

It is policy that alterations and additions to existing dwellings should:

- Be single storey scale when viewed from the street, (not including a right-of-way);
- Be sited to the rear of the existing building;

- Include side setbacks that reflect the existing street pattern;
- Be the same, or a contemporary interpretation of the wall cladding of the existing dwelling for walls visible from the street;
- Be compatible with the roof form and material of the heritage place when visible from the street;
- Not significantly alter the fabric of the facade or profile of the main roofline as viewed from the street;
- Retain contributory features such as chimneys and bluestone foundations;
- Avoid windows in upper floor elevations facing the street;
- Promote ground floor windows visible from the street that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank if grouped.

22.01-4 Hannan’s Farm (Ramsgate Estate) And Williamstown Beach Heritage Precincts Policy

17/07/2014
C101

This policy applies to all land and heritage places within Hannan’s Farm Heritage Precinct (HO13), Victoria Street Heritage Precinct (HO33), Williamstown Beach Heritage Precinct (HO34), part of Railway Crescent Heritage Precinct west of Giffard Street (HO28), including places individually listed in the Schedule to the Heritage Overlay with frontage to Castle Street, Collins Street, Esplanade (part), Forster Street, Garden Street, Giffard Street (part), Gellibrand Street, Hannan Street, Knight Street, Langford Street, Laverton Street, Osborne Street (part), Railway Crescent (part), Stewart Street, Vera Street, Victoria Street and Winifred Street in Williamstown.

Policy basis

This precinct includes those parts of South Williamstown generally to the west of the Giffard Street that were subdivided during the late nineteenth century. It includes Victoria and Hannan Streets which were part of the Ramsgate Estate created in the late 1880’s by the subdivision of Hannan’s Farm by two well-known Williamstown figures, AT Clark and John Morgan. This precinct is significant as an intact late nineteenth and early twentieth century residential area comprising predominantly Victorian and Edwardian era houses with common or similar characteristics of design, siting and scale that create cohesive and relatively homogeneous streetscapes. Many are externally intact and others, although altered, still retain their distinctive form and siting and hence contribute to the precinct. Many also have mature gardens that complement the mature street trees in Victoria and Osborne Streets. Victoria Street is particularly notable for its many fine examples of Edwardian and interwar villas and bungalows.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To retain the distinctive cultural heritage significance of this precinct which is derived from:

- The strong associations with individuals who were prominent in civic and social life in Williamstown in the late nineteenth and early twentieth century;
- The Victorian-era dwellings, which illustrate the late nineteenth century origins of this area, and include some of the best examples of Italianate architecture in Williamstown;
- The generally uniform scale (predominantly single storey), siting (detached), construction (predominantly horizontal weatherboard with pitched hipped or gable roof) and subdivision pattern (single dwellings on regular shaped

allotments) of dwellings, which create cohesive streetscapes. Typically, there is no provision for on-site car parking;

- Regular shaped lots with wide frontages of predominantly 10-15 metres, which create a distinctive street pattern;
- The fine collection of Edwardian and interwar ‘picturesque’ villas and bungalows in Victoria Street;
- Mature trees on public and private land that provides an appropriate cultural landscape, which is related to the main period of development;
- The Rifle Club Hotel and the Williamstown Croquet Club pavilion, which are notable landmarks at the northern entrance to Victoria Street;
- The original street layout in Osborne Street, which includes unmade road verges and street trees;
- Views along Victoria and Hannan Streets to the Bay;
- The Williamstown Botanic Gardens.

Policy

It is policy to encourage infill development that has:

- Respect for the single storey scale of the precinct with detached siting parallel to the frontage;
- Simple single or double fronted building forms, except in Victoria Street where more complex asymmetrically designed forms may be appropriate;
- Horizontal timber weatherboard cladding for walls visible from the street. Alternatively, smooth render brick or masonry or a combination of these may be provided;
- Hipped corrugated iron or slate roof forms, except in Victoria Street where more complex hipped and gable roof forms in terracotta tiles may be provided;
- Rectangular, timber-framed and vertically orientated window style if single, or in a horizontal bank if grouped windows are visible from the street;
- Eaves and verandahs or porches in street elevations.

It is policy that alterations and additions to existing dwellings should:

- Be single storey in scale when viewed from a street, not including a right-of-way;
- Be sited to the rear of the existing dwelling;
- Promote side setbacks, which reflect the rhythm of the existing spacing between dwellings;
- Be the same, or a contemporary interpretation of the wall cladding of the existing dwelling for walls visible from the street;
- Be compatible with the roof form and material of the heritage place when visible from the street;
- Avoid alterations to significant fabric of the facade or profile of the main roofline as viewed from the street;
- Retain contributory features such as chimneys and bluestone foundations;
- Avoid windows in upper floor elevations facing the street;
- Promote ground floor windows visible from the street that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank if grouped.

22.01-5 Ferguson Street Civic and Commercial Heritage Precinct Policy17/07/2014
C101

This policy applies to all land and heritage places within the Ferguson Street Civic and Commercial precinct (HO7) including places individually listed in the Schedule to the Heritage Overlay in Ferguson Street in Williamstown.

Policy basis

Historically, Ferguson Street formed the northern boundary of Williamstown as originally surveyed by Hoddle in 1837 and is significant for its ability to illustrate key phases in its development as a city from the mid-nineteenth to the mid-twentieth century.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To conserve and enhance the historic character and amenity of Ferguson Street that is an important part of its identity and enhances its appeal as a retail centre.

To retain the distinctive cultural heritage significance of this precinct, which distinguishes it from other precincts in Hobsons Bay and is derived from:

- The commercial buildings that demonstrate the later development of Ferguson Street, which replaced Nelson Place as the main commercial and civic centre of Williamstown between the late nineteenth and mid-twentieth century;
- The setting and visual prominence of landmark civic and commercial buildings on key sites throughout the precinct such as the former Williamstown Town Hall and Municipal Offices and the former Punshon's Federal Stores;
- The strong associations with the maritime industries and professions that were key influences in the early historic development of Williamstown;
- The predominant two storey scale, siting (attached and constructed to the property line), construction (face or rendered brick), roofs concealed behind parapets, and subdivision pattern (narrow frontages) of surviving commercial heritage places, which provide a consistent element throughout the precinct;
- The rare surviving original shopfronts, awnings and other early detailing on some buildings.

Policy

It is policy to encourage infill development that has:

- Respect for the double storey scale of the precinct with vertical proportions. Development above two storeys may be appropriate if the upper level is setback to minimise visibility from Ferguson Street;
- Attached siting with no front setback;
- Face pressed brick, smooth rendered brick or masonry style for walls that are visible from Ferguson Street or from streets and lanes that intersect Ferguson Street;
- Hipped roof form concealed behind parapets;
- Timber framed rectangular windows in upper elevations with vertical proportions if single or a horizontal bank if grouped. Large unbroken expanses of glass on upper facades are generally not supported;

It is policy that alterations and additions to existing dwellings should:

- Be single storey scale or not exceeding the height of the existing building on the site;
- Be sited to the rear of the existing building;

- Be the same, or a contemporary interpretation of the wall cladding of the existing building on the site, for walls visible from the street;
- Be compatible with the roof form and material visible of the heritage place from the street;
- Avoid alterations to significant fabric of the principal façade, or the profile of the main roofline as viewed from the street;
- Retain contributory features such as chimneys and bluestone foundations;
- Avoid windows in upper floor elevations facing the street;
- Promote ground floor windows that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank if grouped when visible from the street.

It is policy that:

- Early examples of painted or other types of advertising signage are conserved.

22.01-6 Nelson Place Heritage Precinct Policy

17/07/2014
C101

This policy applies to all land and heritage places within the Nelson Place Heritage Precinct (HO21) including places individually listed in the Schedule to the Heritage Overlay in Nelson Place (part) and Cole Street (part) and 1 Parker Street in Williamstown.

Policy basis

The Nelson Place Heritage Precinct is historically significant as it was the major commercial centre of Williamstown in the nineteenth century, and is the area that perhaps best demonstrates the strong relationship between the development of the city and the development of the port. It includes some of the earliest commercial development in Williamstown and is important for its strong and long-standing associations with maritime activities that defines the essential character of Williamstown and distinguishes it within the metropolitan area. It also illustrates how self-sufficient close-knit communities were established during the nineteenth century.

The Nelson Place Heritage Precinct is also significant as a remarkably intact and cohesive nineteenth century commercial precinct, which is distinguished by its intact and fine examples of nineteenth century commercial architecture from the mid-to-late Victorian period, which illustrate the prosperity of the port at that time. It is also notable for its direct visual relationship with the port and the related cultural landscape provided by the Commonwealth Reserve.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To conserve and enhance the historic character and amenity of Nelson Place that is an integral part of its identity and enhances its appeal as a cultural tourism precinct in a metropolitan context.

To retain the cultural heritage significance of this precinct which is derived from:

- The pre-1860 buildings, which comprise one of the most significant collections of commercial buildings from this period within Victoria;
- The strong associations with the maritime industry and development of the Port of Williamstown during the nineteenth century;
- The almost continuous and intact group of two-storey Victorian buildings which are harmonious in scale and siting and display a variety of architectural detail typical of late nineteenth century commercial development;
- The presence of a number of substantial nineteenth century commercial buildings, especially banks, designed by noted Melbourne architects;

- The unique visual and landscape relationship between the two-storey commercial development in Nelson Place, Commonwealth Reserve and Hobsons Bay, which is not found elsewhere in Melbourne;
- The unusual geometry of the intersection between Parker and Cole Streets with Nelson Place, which is emphasised by the placement of the former Williamstown Post Office on the apex of Parker and Cole Streets, and framed by the banks on either corner;
- Sections of the roadway that retain basic early century layouts which highlight the period of the precinct, including asphalt and some stone footpaths and basalt kerb and channel with verandah fixings evident in the kerb;
- Rare wrought-iron balustrades to open drain inlets and stone paved carriageways at the rear of some sites;
- Regular shaped lots with frontages typically between 7-11 metres, which create a distinctive pattern of development;
- The mature planting, rotunda, and trees in the Commonwealth Reserve, and the mature street trees in Nelson Place that provide a related cultural landscape setting for the architecture;

Policy

It is policy to encourage infill development that has:

- Respect for the double storey scale of the precinct.
- Attached siting with no front setbacks.
- Face or rendered brick for walls visible from Nelson Place, Cole Street, Parker Street or Thompson Street.
- Hipped roof forms concealed behind parapets.
- Upper floor elevations in windows visible from the street should be rectangular with vertical proportions if single. Large unbroken expanses of glass on upper facades are not permitted.

It is policy that alterations and additions to existing dwellings should:

- Avoid alterations to significant fabric of the facade or profile of the main roofline as viewed from the street.
- Promote the use external colours and materials that compatible with the original colours and materials of the heritage place.
- Promote roof forms visible from the street that relate to that of the heritage place.
- Promote windows and other building openings visible from the street that relate to those of the heritage place.

It is policy that:

- Early examples of painted or other types of advertising signage are conserved.
- Reconstruction of verandahs should be in accordance with the Nelson Place Verandahs Guidelines, Helen Lardner Conservation & Design, 2002.

22.01-7 Cox's Garden Heritage Precinct Policy

17/07/2014
C101

This policy applies to all land and heritage places within the Cox's Garden Heritage Precinct (HO2) including places individually listed in the Schedule to the Heritage Overlay in Cox's Garden.

Policy basis

The Cox's Garden Heritage Precinct was one of the first private subdivisions created just north of the original government subdivision of Williamstown and illustrates the optimistic early speculative subdivision that occurred in anticipation of the future development of the port and the township. It contains at least two rare examples of small pre-1860 timber houses, which are amongst the oldest group of houses in Williamstown and the oldest group of timber houses in the metropolitan area. It is also important for the historical associations of early residents of Cox's Garden with the early maritime pursuits that distinguish Williamstown in the metropolitan area.

The Cox's Garden Heritage Precinct is now a rare surviving example of the small private subdivisions that were created in the area to the north of Ferguson Street with their distinctive "cheek by jowl" character of modest, cheaply constructed and often prefabricated housing erected for working class people during the earliest period of settlement.

The historic character of this precinct, so different to the spacious streets in the Government Survey to the south of Ferguson Street, may still be understood and interpreted despite the loss of all but one house on the west side and the development of a public car park. Few other streets, either in Williamstown or the metropolitan area, have retained this distinctive early character.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To support the reconstruction of buildings on the west-side of the street.

To retain the distinctive cultural heritage significance of this precinct which is derived from:

- The rare pre-1860 timber cottages, which illustrate the early development of Cox's Garden and are part of one of the most significant collections of buildings from this period within any municipality in Victoria;
- The strong association with maritime industries that is an integral part of the character of Williamstown;
- The uniform single storey scale, siting (detached, parallel and close to the frontage), construction (predominantly horizontal weatherboard with simple hip roof) and subdivision pattern (single dwellings on narrow rectangular allotments) of the heritage places. Typically, there is no provision for car parking on site;
- Regular shaped lots with average frontages of 10 metres, which creates a distinctive pattern of development.

Policy

It is policy to encourage infill development that has:

- Respect for the single storey scale of the precinct with detached siting parallel to the frontage;
- Minimal frontage setbacks and small side setbacks;
- Horizontal weatherboards of walls visible from Cox's Garden;
- Simple hipped roof forms of corrugated iron;
- Symmetrical facade composition with centrally located doorways flanked by rectangular double hung timber-framed windows that are vertically orientated;
- Narrow eaves and verandahs in street elevation.

It is policy that alterations and additions to existing dwellings should:

- Be single storey in scale when viewed from a street;
- Be sited to the rear of the existing building;
- Promote side setbacks, which reflect the rhythm of the existing spacing between dwellings;
- Promote the conservation of original or significant fabric, and missing fabric reconstructed where opportunities arise;
- Promote horizontal weatherboard cladding for walls visible from Cox’s Garden;
- Promote roof forms and material visible from the street that is compatible with that of the heritage place;
- Avoid alterations to significant fabric of the facade or profile of the main roofline as viewed from the street;
- Avoid windows in upper floor elevations facing the street;
- Promote ground floor windows visible from the street that are rectangular, timber-framed and vertically orientated if single, or in a horizontal bank, if grouped.

It is policy to:

- Encourage construction of the original street detailing including basalt kerb and channel and asphalt footpaths;
- Discourage vehicle crossovers at the frontage of sites;
- Encourage low timber picket fencing or other styles that are historically appropriate for the stylistic period of the dwelling, unless historic evidence to the satisfaction of the Responsible Authority can be given for an alternative design.

22.01-8 Housing Commission of Victoria Estates Heritage Precincts Policy

17/07/2014
C101

This policy applies to all land and heritage places within Housing Commission of Victoria - Champion Road Estate Heritage Precinct (HO15) and Housing Commission of Victoria - West Newport Estate Heritage Precinct (HO16) including places individually listed in the Schedule to the Heritage Overlay.

Policy basis

The Housing Commission of Victoria (HCV) developed the Champion Road and West Newport estates during the mid to late 1940s. These estates represented a new approach to housing provision to address criticism of the poor quality of earlier HCV estates and respond to criticism of the HCV’s policy of slum reclamation in the Interwar period. Each estate comprises semi-detached, gabled houses arranged in mirror-image pairs with near identical siting, orientation and setbacks. Some retain original low front fencing, typically wire and steel posts. Houses in the Champion Road Estate were constructed of red or clinker brick or stuccoed concrete walls. The West Newport Estate was the first to use the “Fowler” method of prefabricated concrete construction using panels made at the HCV’s plant at Holmesglen.

The homogeneous Interwar character of both precincts is enhanced by original concrete roads and footpaths, mature trees in some streets, and centrally located areas of open space to which some of the houses are orientated. These features demonstrate the efforts made by the HCV to promote these areas as model housing estates.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014 relating* to this precinct.

Objectives

To support the upgrading of these dwellings to meet modern lifestyles in a manner that is compatible with their significance.

To retain the distinctive cultural heritage significance of these precincts which is derived from:

- The homogeneous Interwar character that is demonstrated by uniform single storey scale, semi-detached siting with identical front and side setbacks, brick (Champion Road) or concrete (West Newport) construction, tiled gable roofs, and regular subdivision pattern single dwellings) of the contributory heritage places;
- The strong associations with the Housing Commission of Victoria as early examples of new responses to public housing in the post-war period;
- The original public realm elements including the concrete streets and footpaths, parkland, which enhance the Interwar character of the estates;
- Regular shaped lots with average frontages of 12 metres, which create a distinctive pattern of development.

Policy

It is policy to encourage infill development that has:

- Respect for the single storey scale of the precinct;
- Identical building footprints that mirror the adjoining attached dwelling for the parts of the dwelling visible from the street;
- Red or clinker style brick in Gem Street or Cerberus Crescent, or smooth rendered brick or masonry construction in other streets for walls visible from the street;
- Simple gable roof forms of corrugated iron or terracotta tiles that mirror the adjoining attached dwellings;
- Similar regular fenestration to the original houses in walls visible from the street;
- The provision of eaves.

It is policy that alterations and additions to existing dwellings should:

- Be single storey in scale however, double storey scale may be permitted if it is setback behind the main ridgeline of the dwelling to minimise visibility from the street;
- Be sited at the rear of the existing building;
- Smooth rendered brick or masonry construction for walls visible from the street;
- Promote roof forms and material visible from the street that is compatible with the heritage place;
- Avoid alterations to significant fabric of the facade or profile of the main roofline as viewed from the street;
- Avoid windows in upper floor elevations facing the street;
- Promote ground floor windows visible from the street that are timber framed with the same proportions as original windows.

22.01-9 Newport And Spotswood Residential Heritage Precincts Policy

17/07/2014
C101

This policy applies to all land and heritage places within the Spotswood Residential Heritage Precinct (HO30), Halls Farm Heritage Estate (HO11) Newport Estate Heritage Precinct (HO23), and Grindlay's Estate Heritage Precinct (HO10) including places individually listed in the Schedule to the Heritage Overlay.

Policy basis

Speculators subdivided large areas of Newport and Spotswood in the late nineteenth century. In contrast to the haphazard small-scale subdivision that occurred in North Williamstown, the subdivisions in Newport and Spotswood were orderly grid subdivisions. However, like many other speculative subdivisions of the time, they were not developed until industrial expansion in the late nineteenth and early twentieth centuries transformed farmland in the area and created a demand for housing for its workforce. The historic pattern of development demonstrates the influence of the stations at Spotswood and Newport with earlier development generally located in close proximity to the stations.

The streets include groups of late nineteenth and early twentieth century houses that range from predominantly Victorian-era precincts such as Hope, Robert and George Streets in Spotswood, to more predominantly Edwardian and Interwar enclaves in Newport. The houses share common elements of scale, siting, materials and roof forms, which create cohesive groups that are an important part of the historic character of this precinct. Some streets retain early street detailing such as basalt kerb and channel and mature street trees, which enhance and reinforce the historic character.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To retain the distinctive cultural heritage significance of these precincts, which is derived from:

- The traditional grid street layout, Victorian-era dwellings, and other elements such as basalt kerb and channels and rear laneways that illustrate the nineteenth century origins of these precincts;
- The strong associations of many early residents with the major industries in this area that were key influences in the historic development of Newport and Spotswood during the early twentieth century;
- The architectural diversity, which comprises villas and bungalows from the Victorian to Interwar periods of generally uniform scale (predominantly single storey), siting (detached), construction (predominantly horizontal weatherboard with pitched hipped or gable roof) and subdivision pattern (single dwellings on regularly shaped similar sized allotments) of residential buildings, which provide a unifying element throughout the precincts;
- Regular shaped lots with frontages predominantly between 12-15 metres interspersed with some narrower lots, which creates a distinctive pattern of development.

Policy

It is policy to encourage infill development that has:

- Respect for the single storey scale of the precinct. Double storeys may be appropriate if it is setback to minimise visibility from the street;
- Detached siting parallel to the frontage;
- Symmetrical or asymmetrically designed double fronted forms;
- Contemporary interpretation of the wall materials found on heritage places in the same street for walls visible from the street;
- Simple hipped corrugated iron roof form, except in streets with predominantly Edwardian or Interwar character where more complex hipped and gable roof forms are appropriate. Alternative roof materials may include slate in predominantly Victorian streets or terracotta in predominantly Edwardian or Interwar streets;

- Rectangular, timber-framed and vertically orientated if single, or in a horizontal bank if grouped, windows when visible from the street;
- Eaves and verandahs or porches in street elevations.

It is policy that alterations and additions to existing dwellings should:

- Be single storey scale when viewed from the street;
- Be sited to the rear of the existing building;
- Promote side setbacks that reflect the existing spacing between dwellings;
- Be the same, or a contemporary interpretation of the wall cladding of the existing dwelling for walls visible from the street;
- Promote roof forms and materials compatible with the heritage place;
- Avoid alterations to significant fabric of the facade or profile of the main roofline as viewed from the street;
- Retain contributory features such as chimneys;
- Avoid windows in upper floor elevations facing the street;
- Promote ground floor windows visible from the street that are rectangular, timber framed and vertically orientated if single, or in a horizontal bank if grouped.

22.01-10 Newport Civic and Commercial Heritage Precinct Policy

17/07/2014
C101

This policy applies to all land included within Newport Civic & Commercial Heritage Precinct (HO22) and Melbourne Road Commercial Heritage Precinct (HO20) including places individually listed in the Schedule to the Heritage Overlay in the Melbourne Road Commercial Heritage Precinct (HO20).

Policy basis

Newport shopping centre developed because of its proximity to the railway station, originally known variously as 'Geelong Junction', 'Greenwich' or 'Newport Junction'. The 1880's was an era of speculative development and grand Victorian buildings including the former Newport Hotel erected in 1887, the former Commercial Bank erected in 1888 and the two storey Italianate shop at 15-17 Mason Street, erected in 1891 illustrate the optimism for the future development of this area.

The recession of the 1890's meant that development temporarily ceased, until expansion of industries in the early part of the twentieth century led to increased residential development and consequently, expansion of this shopping centre. Most of the development of the centre therefore occurred within the Edwardian and Interwar period, which included the construction of the Edwardian brick station complex in 1912 to cater for the growing population.

The Newport Civic and Commercial precinct today comprises a number of individually notable Victorian-era buildings interspersed amongst groups of Edwardian and Interwar-era shops, which share common siting, scale, and use of materials, which create cohesive groupings that contribute to the character and identity of this centre.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To conserve and enhance the historic character and amenity of Newport that is an integral part of its identity and enhances its appeal as an important local retail centre.

To retain the distinctive cultural heritage significance of this precinct which is derived from:

- The strong associations between the historic development of this precinct and the development of the railway, and later, the expansion of major industries in the area during the early twentieth century;
- The uniform Interwar era shops of single storey scale, attached siting with roofs concealed behind parapets in Melbourne Road (north of Mason Street);
- The fine examples of predominantly Edwardian and Interwar commercial buildings of similar scale, face brick or rendered masonry construction, attached siting, and roofs concealed behind decorative parapets that give this centre its unique historic character and identity;
- The rare surviving examples of early shopfronts and other detailing such as early or original signage;
- The visual prominence and setting of historic landmark buildings such as the Former Masonic Temple, Newport Station complex, Newport Hotel, and the former Bank of Australasia. Significant vistas along Melbourne Road to the Masonic Temple and the Newport Hotel remain.

Policy

It is policy to encourage infill development that has:

- Respect for the double storey scale fronting Hall Street and Melbourne Road (south of North Road). Development above two storeys should be setback from the main facade to minimise visibility from Hall Street;
- Respect for the single storey scale fronting Melbourne Road (north of Mason Street). Upper storeys should be setback to minimise visibility from Melbourne Road and protect the vista to the Masonic Temple;
- Attached siting with zero frontage setbacks;
- Face or rendered brick to the facade facing Hall Street or Melbourne Road, and a contemporary interpretation of traditional building materials and forms at the rear of properties;
- Hipped roof forms concealed behind parapets, with hipped or skillion roofs at the rear;
- Upper floor windows in facades facing Hall Street or Melbourne Road should be rectangular with vertical proportions if single or a horizontal bank, if grouped;
- Upper floor facade articulation should incorporate contemporary interpretations of traditional building forms in the precinct such as projecting window bays, or recessed balconies;

It is policy that alterations and additions to existing dwellings should:

- Incorporate contemporary interpretations of building styles and forms found in the precinct in facades facing Hall Street or Melbourne Road;
- Promote upper floor additions that are setback to minimise the visual impact upon Hall Street and Melbourne Road;
- Avoid separations between buildings at the front;
- Incorporate the traditional use of buildings as retail or commercial at the street frontage and residential above or behind.

It is policy that:

- Early examples of painted or other types of advertising signage are conserved.

22.01-11 Industrial Heritage Places Policy

17/07/2014
C101

This policy applies to all land zoned Industrial 1, Industrial 3 or Special Use that is included within the Heritage Overlay.

Policy basis

Since the mid-nineteenth century, a dominant theme in the development of Hobsons Bay has been the growth of industry. Some of Victoria's most significant industrial heritage is now found within the city. Industries associated with meat and meat processing, engineering and fuels including coal, gas, electricity and petroleum have been dominant in Hobsons Bay over a long period of time. Many industries have been important not only locally, but also to the Victorian and national economy. Significantly, early industries such as the railway workshop and shipyard provided plentiful and steady employment for local residents. While many large industries have disappeared, industry in Altona, particularly at the petro-chemical complex, continues to employ a significant proportion of the labour force resident in the area.

The *Hobsons Bay Heritage Study Amended 2014* has identified a wealth of industrial heritage in the area, including places such as the former Commonwealth Oil Refinery complex in Altona North, that are no longer used for their original purpose and have been redeveloped, to complexes such as the former Melbourne Glass Bottle works (now ACI) that continue processes commenced more than a century ago.

The conservation of industrial heritage places presents specific management issues, as it is often the use of the site that is of primary historical significance. While fabric such as buildings or plant contributes to the significance of industrial heritage places by illustrating development over time, the on-going replacement and upgrading of this fabric is often an integral part of the operation of the use. 'Conservation by use' is an important heritage principle and on this basis, there may be circumstances where it may be appropriate to permit the removal or alteration of fabric if it will facilitate the historic use of a site and ensure its future viability.

This policy implements the recommendations of the *Hobsons Bay Heritage Study Amended 2014* relating to this precinct.

Objectives

To ensure the continued viability of industrial heritage places for the uses and processes historically carried out on the site as an essential part of their significance and conservation.

To increase awareness about the importance of industrial heritage in the municipality.

To ensure that heritage issues are given appropriate consideration at an early stage when making decisions about the future use and development of industrial sites.

To retain the distinctive cultural heritage significance of industrial heritage places which is derived from:

- The traditional and on-going use of industrial heritage places over a long period;
- The important influence of the industrial heritage places on the economic and social development of the city;
- The sheer size and extent of nineteenth century industries in Newport and Spotswood, which demonstrates not only their local economic importance, but also their importance to the economy of Victoria;
- The probable national significance of the Newport, Spotswood and North Altona region as one of the most historically important centres in relation to the development of the petroleum and petrochemical industries in Australia;
- The surviving examples of early industrial building types, plant and equipment;
- The associated infrastructure such as railways, pipe-lines, roads and wharves that are essential in understanding the complex historical interrelationships that occurred in the development of industries (particularly the petroleum and petrochemical industries) in the area.

Policy

Where a permit is required by the Heritage Overlay, it is policy that applications for development should have regard to:

- The continued viability of the historic use of the site;
- The balance between achievement of conservation objectives and economic viability, and occupational health and safety;
- The conservation of fabric of primary significance unless the fabric has been made redundant and is to be replaced by new buildings, plant or equipment;
- The retention of fabric of primary significance that is longer used in-situ if there is not an immediate need to remove or relocate it;
- Keeping an appropriate record of any significant fabric that is removed or demolished and is made to the satisfaction of the Responsible Authority.

When a use is discontinued and a site is redeveloped, new development including subdivision should have regard to:

- The retention of as much significant fabric as possible;
- The creative interpretation of the history of the heritage place through the design or layout of new development including buildings, subdivision, landscaping, movement systems and public art;
- The incorporation of a publicly visible historic marker, which provides the history of the site and may include text, images or maps to the satisfaction of the Responsible Authority.

Decision Guidelines

It is policy that before deciding on an application the Responsible Authority consider, as appropriate:

- Whether the proposed buildings, works or demolition will support the viability of the historic industrial use carried out on the site;
- Whether there is an opportunity for redundant equipment to remain in-situ as historic evidence or for interpretation;
- Whether the proposed interpretation will provide adequate information about the historic use and development of the site.