

Anne Street Precinct Werribee

Proposal in regard to Heritage Overlay or Character Precinct



Heritage ALLIANCE Conservation Architects and Heritage Consultants
41 Cobden Street, North Melbourne, Victoria 3005, Australia Tel: 03 9328 5133 Fax: 03 9328 5144 Email: contact@heritagealliance.com.au
AEN 23 308 903 866

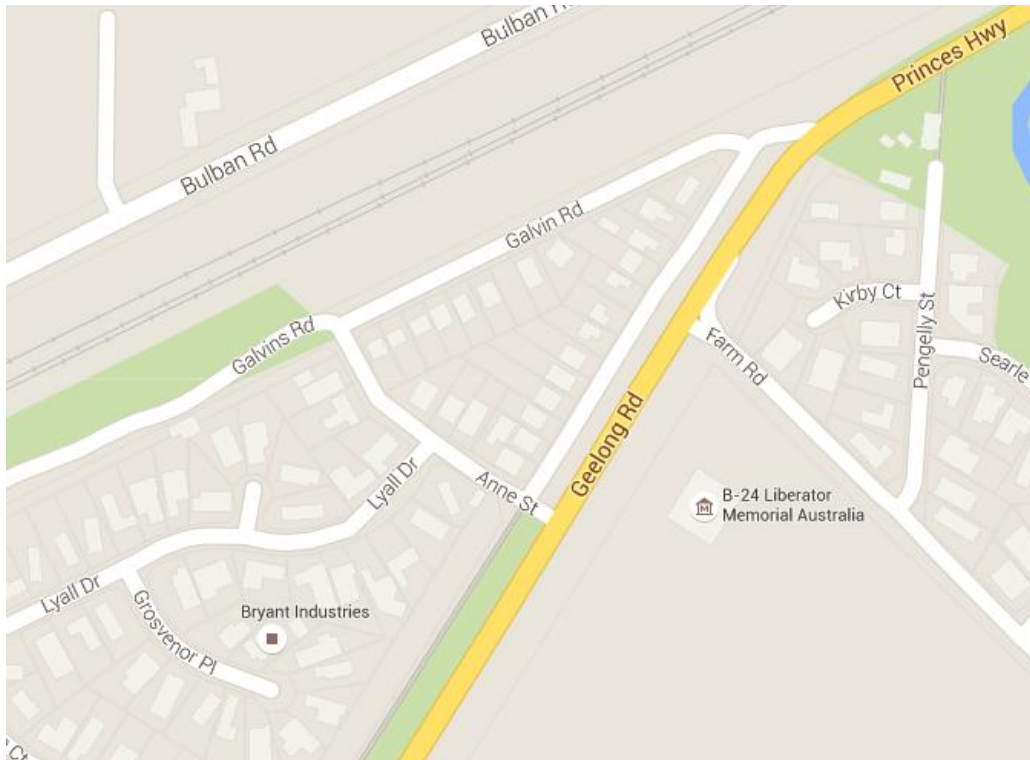


Fig. 1: Anne Street precinct (centre of map) – Anne Street, Galvin Road and Geelong Road

Introduction:

The Anne Street Precinct, Werribee is within the historic boundaries of the Township of Werribee (once Wyndham) and appears to have been developed after World War Two. Areas to the south west were developed even later and the road and property layouts are testament to the differing periods of development. Aerial photographs and maps of the area suggest that at least until the 1950s Anne Street did not exist but a line of buildings had occupied what was to be the junction of Anne Street and the Geelong Road at least as late as 1949. No other buildings or roads had been developed within the area between the Highway and the rail-line by 1949.

It is not possible to tell what these buildings were but there is no road in that location and no Galvin Road to which Anne Street now connects on the north near the rail line.

Historical Background:

In May 1850 the Government Gazette (NSW) ¹announced that the site of a Village of Wyndham in Port Phillip District had been fixed by a plan lodged at the office of the Surveyor In Charge, Melbourne.

Land in the immediate area of Anne Street was first auctioned off in 1852 with Thomas Chirnside acquiring substantial amounts of land on both sides of what is now the Geelong to Melbourne Railway Line and acquiring the land of immediate interest to this report.

¹ GG (NSW) 1850 p. 417 (May 1850)

In February 1861, the Government Gazette (Victoria)² announced that the site of the Township of Wyndham had been fixed with measurements given based on land sections which had already been surveyed for sale (and sold in the 1850s).

A second parish plan dated 1859 has many of the original sale parcels re-subdivided after the land resumptions for the railway and the establishment of the Town of Werribee boundaries. Note that this plan pre-empts the notice identifying the Town Boundaries. Parcels of land around Anne Street was purchased by J. Farmer. One of the earliest parish maps of the Township of Wyndham (1863) shows no roads at all in the vicinity of the Anne Street land and the main connection to Geelong is the railway.

Land in the outlying edges of the Township boundaries was held as farm land until closer settlement started to cause land to be sold in the mid-1950s. While an exact date hasn't been discovered for the selling of this triangular parcel with Anne Street at its south west base, the circumstantial evidence from the maps and house styles indicate a date of the mid 1950s and this is co-incident with the freeing up of materials for house construction following on from the restrictions on building materials of World War Two. Nineteen fifty-five was a boom year for new construction everywhere and organizations such as the Sun Herald published books such as "Your House and How to build it" which was a guide to a generation of returned servicemen willing to complete their own homes with a new found ability to do so. An early 1960s UBD map shows Anne Street.³



Fig. 2: The wedge of land of the Anne Street area in 1949 just above the tree lined Geelong Road. View toward south west. A partially obscured line of buildings on the LHS locate the present day Anne Street. Source Charles Pratt aerial, State Library of Victoria.

Houses:

The main form of house bounded by the wedge of Anne Street, Galvin and the Geelong Road all appear to be consistent apart from one or two. The main form of house is single storey with a hipped roof, brick walls with timber window frames and sashes. Some appear in the format of a 1930s house but this was probably due to having no contemporary architectural models of houses developed during the war period. One house at the north end of the land wedge (No 2 Geelong Road) is in timber with a gable roof and chimney and is clearly in a post-war format. Many of the post war houses were promoted as

² GG 1861, p. 410 (Feb 1861)

³ The earliest map found so far with Anne Street shown on it is the 1961 Universal Business Directory of Western Victoria – indicating the street was there in 1960 at least. Other directories contain insufficient information on the existence of Anne Street.

being of a self-built ('can-do') variety promoted to returned servicemen but clearly many came to be built by small building firms. Most of the houses remain with their tiled roofs although some have had that material changed to metal roofing. Variants on this theme have metal framed windows and variegated brickwork and often variegated roof tile work. Brick houses generally have low height (often less than 600 high) brick fences on the street alignment.

The other consistent feature is the standard setback of between 6-8m depending on the street the house faces.



Fig 3: No 2 Geelong Road in a post 1955 format – timber version.



Fig. 4: Houses at Anne Street and Geelong Road in a post 1955 format – brick versions.

Trees

There appears to be no consistent street tree feature except on the Geelong Road where there is a somewhat inconsistent planting of gum trees possibly those belonging to the 1928 Calder Avenue of Honor. The 1949 aerial of the Geelong Road shows groups of mature and young tree plantings.

On Galvin Road are a small number of Ti-trees planted in the nature strip.

Significance of the Area

The standard significance test is found in the Practice Notes of the Victorian Planning Provisions and are applied in relation to inclusion of a heritage place within a Municipal Planning Scheme viz:

What are recognised heritage criteria?

The following recognised heritage criteria shall be used for the assessment of the heritage values of the heritage place. These model criteria have been broadly adopted by heritage jurisdictions across Australia and should be used for all new heritage assessment work.

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Historically the group of houses around Anne Street, (Geelong Road and Galvin Road) represent a small pocket of near intact post-World War Two development primarily represented as a group of brick (and some timber) houses in a style and material promoted from 1955 onward.

Criterion B: Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity). n/a

Criterion C: Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential). n/a

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance). n/a

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

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Places of significance for historical or social reasons

Planning is about managing the environment and changes to it. An appropriate test for a potential heritage place to pass in order to apply the Heritage Overlay is that it has 'something' to be managed. This 'something' is usually tangible but it may, for example, be an absence of built form or the presence of some other special characteristic. If such things are present, there will be something to manage and the Heritage Overlay may be applied.

If not, a commemorative plaque is an appropriate way of signifying the importance of the place to the local community.

While the area may have historical aspects to its immediate post war settlement, this is of itself not unusual.

The adjacent (south) area of subdivision is also of a particular period – a period in which planning turned to layouts of land involving dead end cul-de-sacs and ‘courts’, convoluted and curving road layouts, minimal through roads and generally a small number of entry and exit points out of the subdivisions. It was also an era in which the street directory became an important navigation tool.

In applying the test, one is also mindful of comparative places within the municipality and in this case there are very few. While individual houses of the post 1950 era have been included in the planning scheme as individual heritage places there are no comparative precincts. Until precincts of the post war era have been examined, it will be difficult to mount a case for inclusion of this precinct in the Wyndham Planning Scheme.

Recommendations:

While the area has potential to be recognised as having some heritage values for a period of historical development viz: a Post WWII development and the area maintains a high degree of consistency, the area is not distinctive enough to be included in the Planning Scheme as a Heritage Overlay. There are also other areas of the city with post war development although this is certainly one which is discrete in size. Nothing in the above precludes the area for future consideration of the area as a heritage overlay and this should be considered as part of a survey of post-World War Two development in the municipality.

It does have potential however to be a character zone for its consistency of

- Single storey height
- Tiled (often hipped) roofs
- Brick exteriors (although historically the timber exteriors were also developed in the same era).
- Low height fencing
- Standard set backs
- Timber joinery for windows

Character which should be preserved in the Anne Street precinct

As a character area application; this proposal would affect 25 existing houses and 1 existing unused land block all surrounded by Geelong Road, Anne Street and Galvin Road.

The character area would be affected by the following controls:

- No demolition of houses unless there is an appropriate reason to do so (eg destruction by fire). Demolition of outbuildings, carports and sheds would be uncontrolled.
- Setback – maintain an existing setback or one consistent with the general arrangement of the street in which it lies and in the vicinity of 6 – 8m.
- Single storey – maintenance of a substantive single storey nature of the area. Two storey new buildings are inappropriate except in the rear of sites using existing materials palettes. Two storey structures should be of low visibility when viewed from any street in the precinct.
- Timbered (as painted boarding) or red/cream brick exterior – this will restrict the use of other materials i.e it is inappropriate to use cement sheet, rendered materials, substantial glazed areas in areas in view from the adjacent streets.

- Tiled roof: some buildings appear to have had their tiled roofs removed and replaced with metal sheet. A variegated coloured tiled roof should be maintained. Single colours and unglazed tiles are not appropriate to this area.
- Simple roofing arrangement. Maintenance of hipped or small gabled ended roofs.
- Chimney as a feature of the building – while chimneys are no longer to be used a similar brick wall can be included in the design of houses (ie a vertical brick alcove or wall as an off centre gable end or wall feature).

What the Council will be responsible for as part of their normal management of the area:

- Retention of concrete footpaths
- Maintenance of street trees
- Maintenance of roadways and kerbings
- Maintenance of the trees on Geelong Road as part of the 1928 Calder memorial plantings.

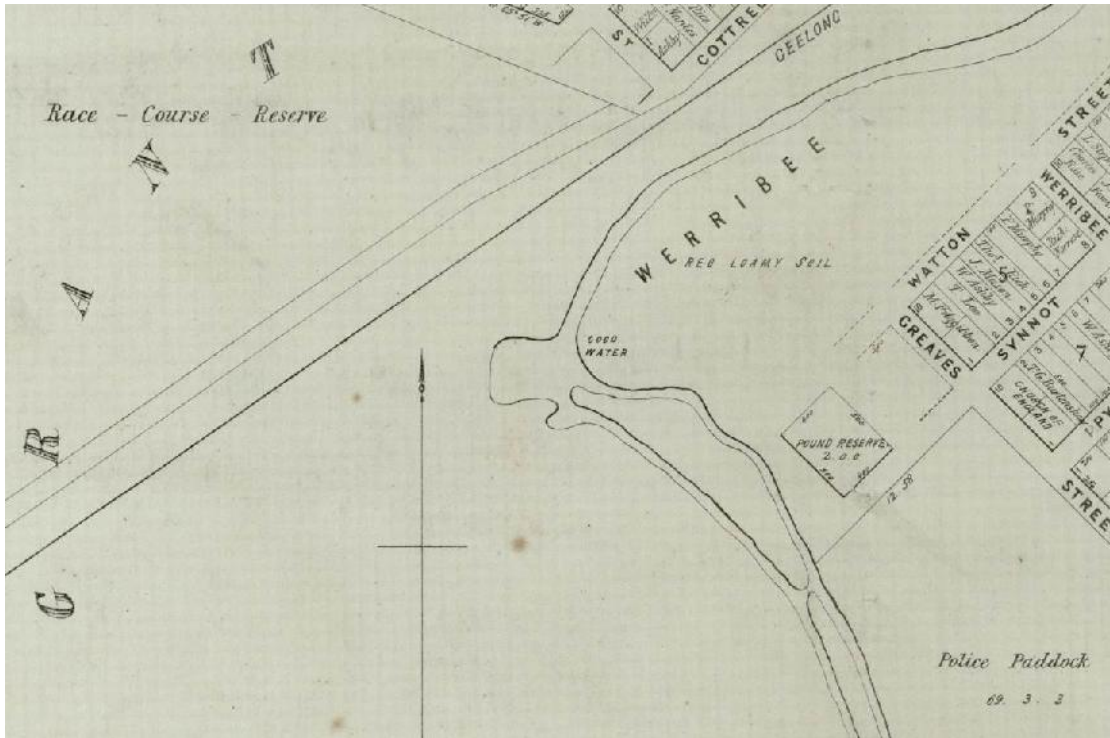
What the Council should do

The Council should consider the area for Character controls under the Planning Scheme and create guidelines for the property owners in terms of the character of the area to be recognised.

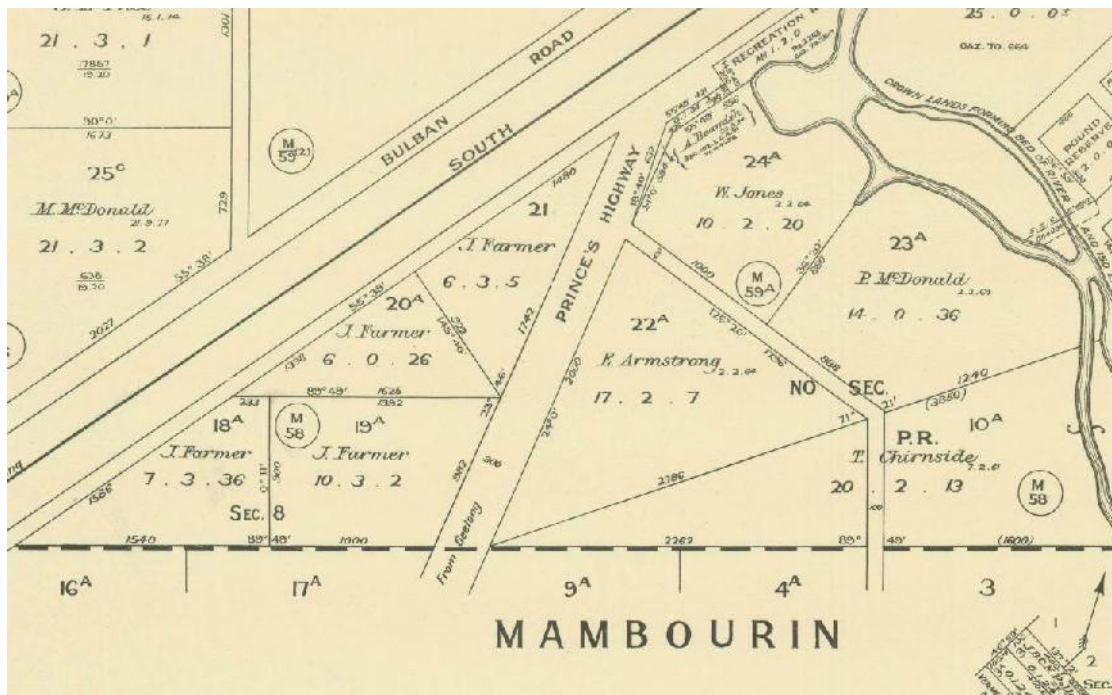
END of REPORT 23.02.2016

David Wixted
Principal architect
Heritage ALLIANCE, heritage consultants
North Melbourne 3051

Maps:

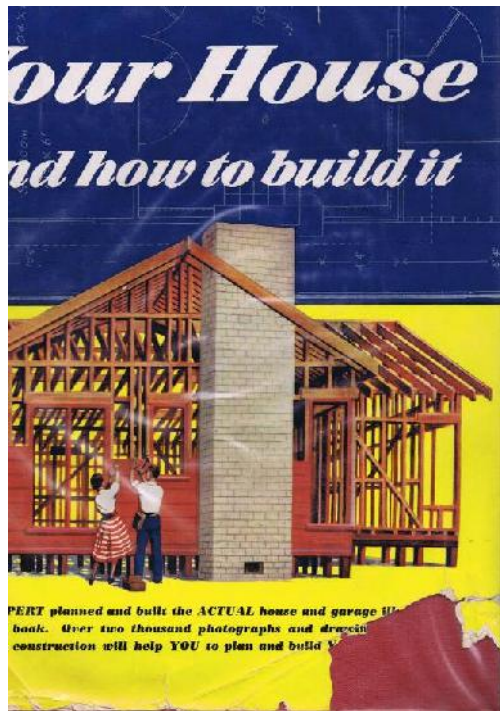


Map 1: 1863 Map of Wyndham, showing the area at Anne Street with the rail line mapped. Office of Lands and Survey Melbourne. Source SLV.

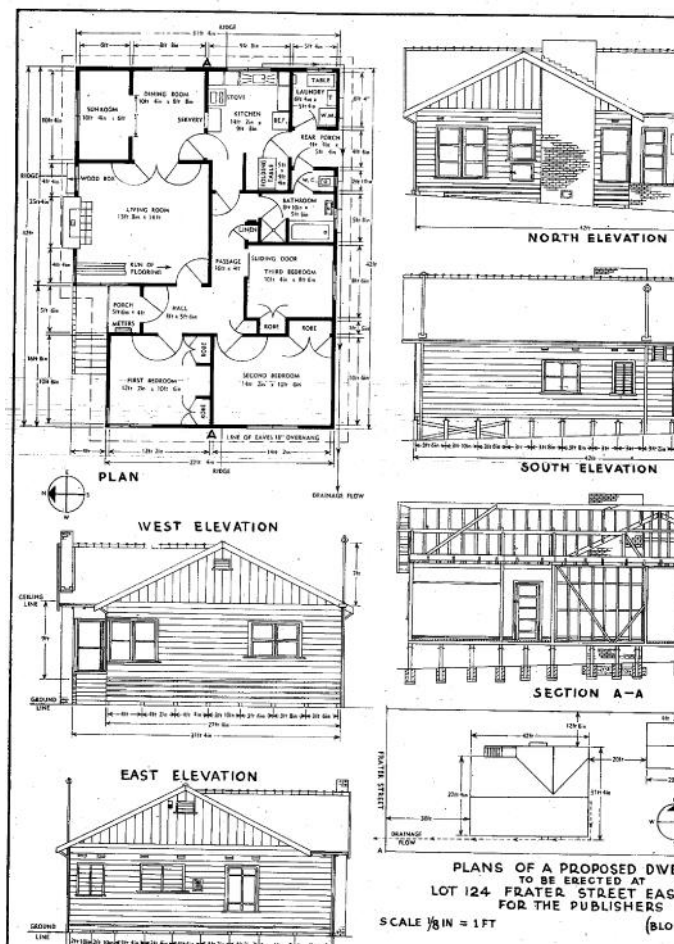


Map 2: Township Map for Werribee, re-drawn in 1954. Showing J. Farmer as the land holder of the area at Anne Street between Geelong Road and the Railway. Source SLV.

Bibliography



Your House and How to Build It by Herald Gravure Press, Melbourne 1955.



Plans for a timber house: compare with No 2 Geelong Road.