For South Geelong Railway Station Urban Design Framework

Heritage Character Study

Prepared for:
City of Greater Geelong

Dr David Rowe Authentic Heritage Services Pty Ltd

June 2020

South Geelong Railway Station
Urban Design Framework

Heritage Character Study

Author:

Dr David Rowe
Authentic Heritage Services Pty Ltd

June 2020

TABLE OF CONTENTS

1.0 Introduction

1.1 Background

The City of Greater Geelong commissioned Dr David Rowe, Authentic Heritage Services Pty Ltd, in June 2019 to prepare a heritage character study to inform the proposed South Geelong Railway Station Urban Design Framework. This report does not constitute a heritage review of existing heritage overlays (City South Residential Heritage Area HO1641, City South-East Heritage Area HO1644 and individual heritage places). Instead, an historical overview has provided a basis for the physical analysis of the study area as whole. It has drawn upon, refreshed and extended the information in the 'Geelong City Urban Conservation Study' (1991). Other heritage character areas outside existing heritage overlays as part of the investigations. Historical research for this report has been prepared by David Rowe and Pam Jennings of Authentic Heritage Services Pty Ltd. A draft of this report was provided to the City of Greater Geelong in November 2019.

This research report has been prepared for the sole use of the City of Greater Geelong. It is not intended for commercial production. Copyright clearance from the respective creators of content in this report (particularly drawings and photographs after 1955) may be required for any wider distribution. The consultants take no responsibility with any copyright implications resulting from the distribution of this report. All photographs dated between 2005 and 2019 are those of the author.

1.2 Objectives

The objectives of this Heritage Report are:

- Carry out historical research of the study area.
- Carry out physical analysis of the urban layout, built character, engineering infrastructure and public landscapes within the study area (through fieldwork and aerial imagery).
- Assess the existing conditions of existing heritage areas and identify additional heritage character areas following historical research and physical analysis.
- Provide recommendations on the future management of identified heritage character areas.
- Provide recommendations on new development within existing heritage overlays and heritage character areas, interpretation of historical assets, management of public landscapes and infrastructure that contribute to the heritage significance and character of the study area.

1.3 Constraints

This report provides advice primarily associated with post-European contact built and urban design heritage considerations only, specifically to inform the South Geelong Railway Station Urban Design Framework. The focus of this study has been physical analysis, informed by limited historical research. Further historical research and significance analysis is required to identify whether any of the heritage character areas meet a local significance threshold for heritage overlays.

1.4   The Study Area

The study area encompasses primarily a large residential area between McKillop Street and Fyans Streets, and Latrobe Terrace to Garden Street (Map 1). Within this broader area are three defined precincts: Moorabool Street Precinct, Station Hub Precinct and the Richmond Oval Precinct. This heritage character study provides an analysis of the broader study area.
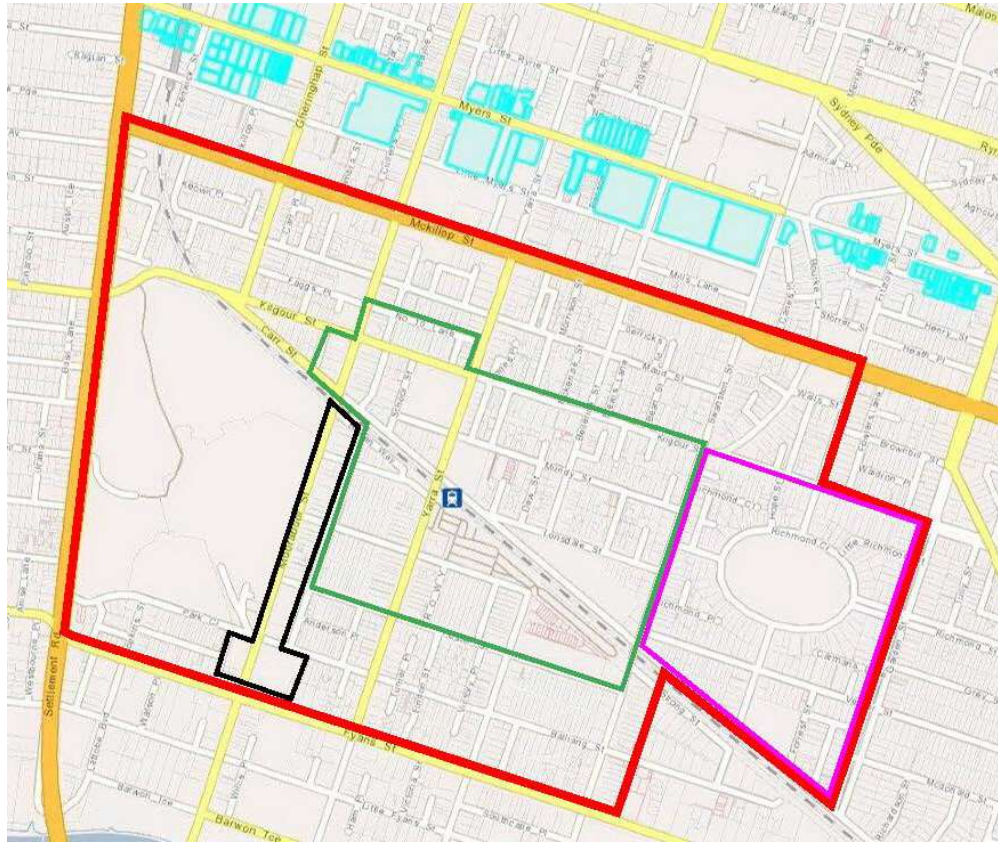
Map 1: South Geelong Railway Station UDF Study Area (red border), Moorabool Street Precinct (black border), Station Hub Precinct (green border) and Richmond Oval Precinct (pink border).
Source of base map: Places Weave, City of Greater Geelong.

The central core of the study area is the South Geelong Railway Station site. It is defined by a single storey, flat-roofed brick station building (Figure 1) constructed in 1984 immediately south of the railway lines, towards the west end. Much of the site is taken up by sealed car parking. Near the west boundary are three mature Canary Island Date Palm trees.

Figure 1: South Geelong Railway Station from Yarra Street rail crossing, 2019.

Apart from two landmark heritage buildings: former South Geelong Uniting Church complex at 449-471 Moorabool Street, and the former Barrabool Shire Offices building at 441 Moorabool Street, little focus in this study has been given to Moorabool Street as the streetscape reflects later commercial development and has a lack of heritage character (Figure 2).

Figure 2: Moorabool Street looking south-east, 2019.

More intact than Moorabool Street is Mundy Street where there are a number of single storey Victorian, Edwardian and interwar Bungalow dwellings (Figures 3-4). However, there are a notable number of later dwellings that have altered its heritage character overall.

Figure 3: Mundy Street looking north-west from Swanston Street, 2019.

Figure 4: Mundy Street looking south-east from Yarra Street, 2019.

A focus of this study has been the two existing heritage areas: City South Residential Heritage Area HO1641 and the City South-East Residential Heritage Area HO1644, and four identified heritage character areas (Map 2). These areas are shown as follows:
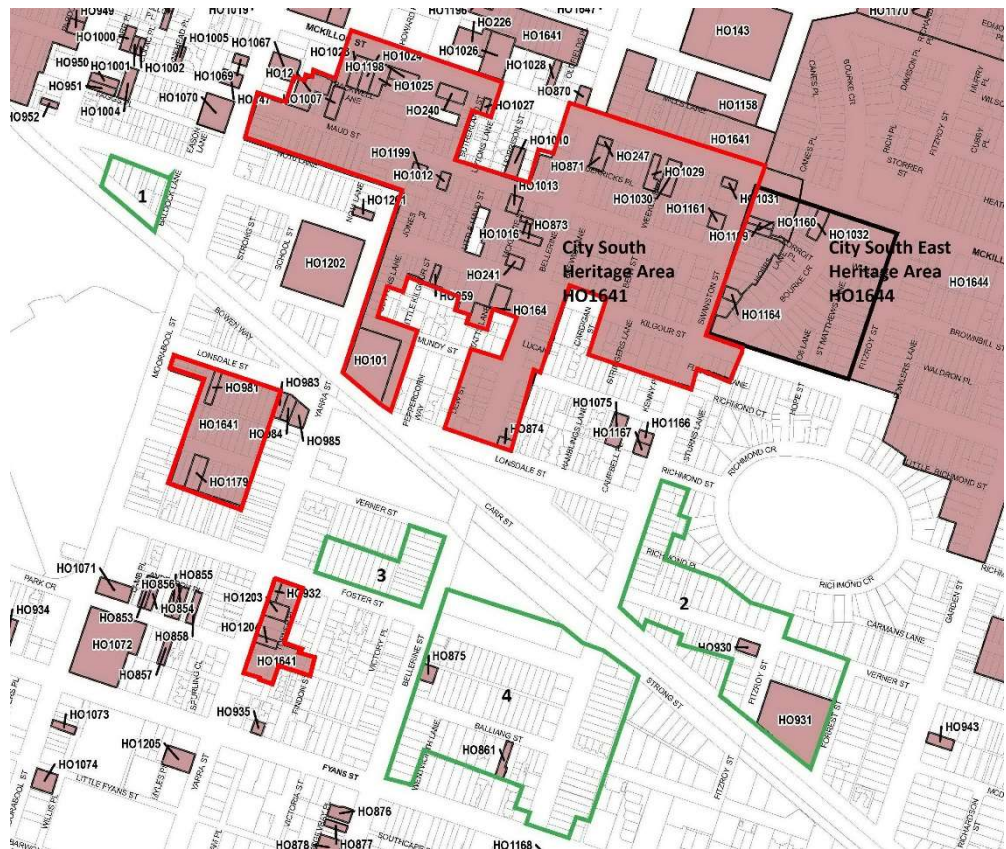
Map 2: City South East Heritage Area (black border within study are), City South Heritage Areas (red borders), heritage character areas (green borders).

1.5   Acknowledgements

The consultants appreciate the assistance provided in the preparation of this Report by Pamela Caspani, Senior Urban Designer, Leila Griffiths, Urban Designer, and David Scott, Senior Heritage Planner, City of Greater Geelong.

2.0   Historical Overview

Prior to European colonisation, the area now known as South Geelong was the Country of the Wadawurrung peoples. The Wadawurrung is one of five Aboriginal communities in Victoria comprising the Kulin nation.[1]

Laying Out of the Geelong Township

The earliest town plan of Geelong appears to have been a sketch prepared in 1837 by Robert Hoddle, Government Surveyor.[2] Comprising two distinct areas based on a rectangular grid layout, the southern-most area, subdivided into eight sections

---

1   'The Kulin People of Victoria', brochure at http://www.parkweb.vic.gov.au/resources/04_1391.pdf & 'Kulin', Wikipedia online at https://en.wikipedia.org/wiki/Kulin See also G. Presland, *Aboriginal Melbourne: The Lost Land of the Kulin People*, Penguin Books, Ringwood, 1994.

2   D M. Cannon & I. Macfarlane (eds.), *Historical Records of Victoria Foundations Series: Surveyors' Problems and Achievements, 1836-1839*, Public Record Office Victoria, Melbourne, 1988, p.171.

(allotments 1-8), was to be the main residential section beside the fresh water source of the Barwon River (Figure 5). The commercial section was to front Corio Bay and comprising three sections (allotments 9-11), therefore enabling 'persons to erect stores at Corio.'[3] A main road, Bellerine Street, was to link what was initially to become known as 'North' and 'South' Geelong.

Hoddle subsequently directed Assistant Surveyor, Henry Wilson Hutchinson Smythe to survey the proposed township at Geelong. On 21 August 1837, Smythe's initial plan for Geelong was furnished to the Deputy Surveyor-General in Sydney.[4] It formalised Hoddle's original sketch. The plan was further developed and reviewed by Hoddle by May 1838, with the rectangular allotments between 'north' and 'south' Geelong surveyed and included in the town plan that extended from Corio Bay to the Barwon River, and Swanston Street to Gheringhap Street (Figure 5). The name of the town – 'Geelong' – was derived from the Wadawurrung name 'Djilang', and some street names (including Moorabool Street) also had Wadawurrung origins.[5] More allotments had been surveyed in 'south' Geelong than 'north' Geelong.
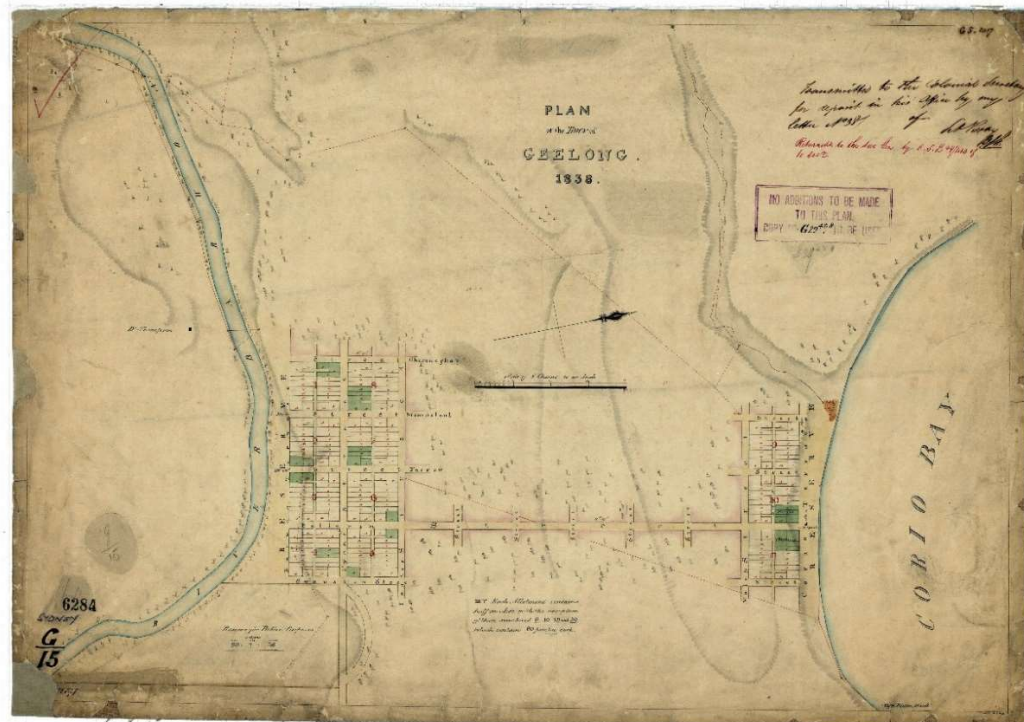
Figure 5: H.W.H. Smythe, Plan of the Town of Geelong, 1838.
Source: VPRS 8168/P5, item Sydney G15: Geelong, Public Record Office Victoria.

While Bellerine Street originally connected 'North' and 'South' Geelong, by 1847 both communities were connected by the five streets shown in Smythe's Plan of Geelong: Gheringhap, Moorabool, Yarra, Bellerine and Swanston Streets, each being a mile and

---

3   Ibid., p.170.
4   I. Wynd, 'In the Beginning – 1', *Investigator*, vol. 20, no. 3, September 1985, p.102.
5   L. Lane, 'An Enquiry into the Origin and Spelling of Yarra (or Yarrow) Street', manuscript no.9, 1989, Special Collections, Deakin University Library.

half in length. Moorabool, Yarra and Bellerine Streets were those thoroughfares that had been built upon[6].

In 1854, the Geelong Town Plan was extended on the east side. Prepared by Edward Bage under instruction from the Surveyor-General, Andrew Clarke, the dynamic plan included crescents and gardens, allowing a balance between building development and public space[7] (Figure 6). The plan was based on British urban design precedents in London, as well as new subdivisions in Melbourne, including St. Vincent Place, South Melbourne.[8] At the south end, Bage's plan terminated with Richmond Park, a public space oval in plan and surrounded by residential allotments.
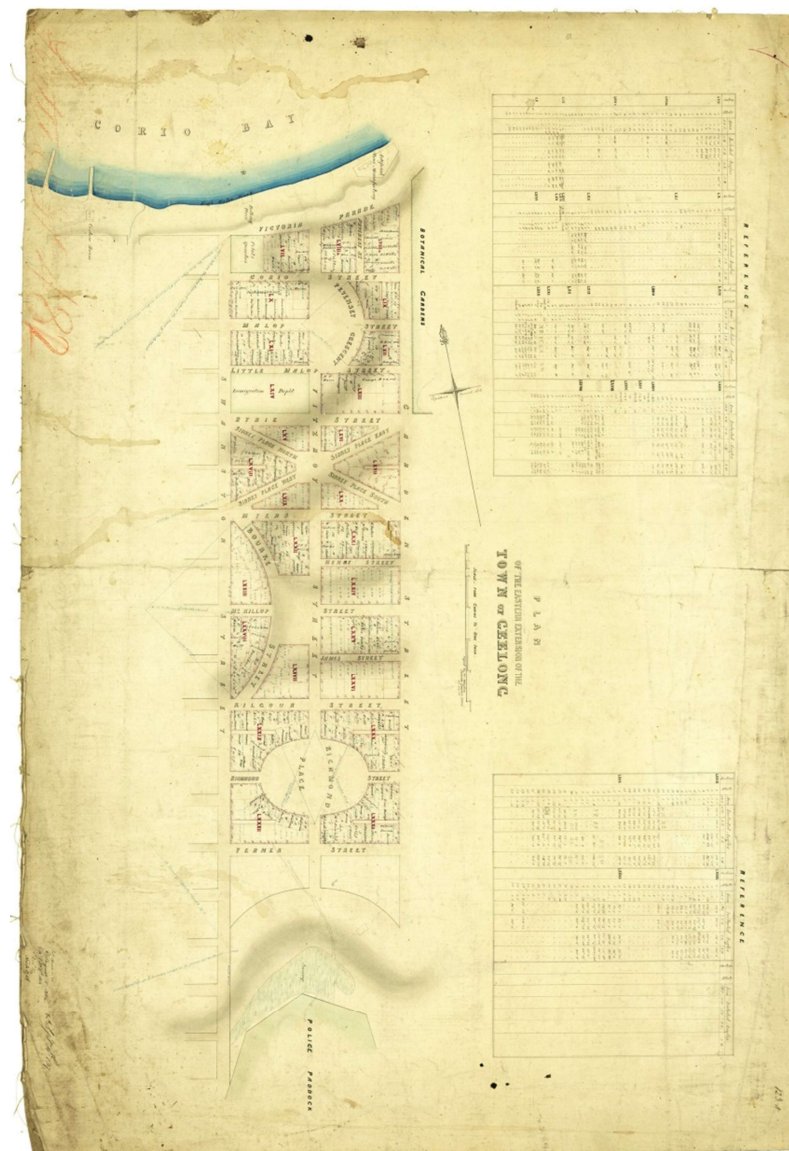
Figure 6: E. Bage, Plan of the Eastern Extension of the Town of Geelong, 5 August 1854. Source: VPRS 8168/P5 item FEAT 582: Geelong Eastern Extension, Public Record Office Victoria.

6   *Geelong Advertiser*, 4 November 1847, p.2.
7   E. Bage, Plan of the Eastern Extension of the Town of Geelong, 28 February 1854, VPRS 8168/P5, item FEAT 482, Public Record Office Victoria (PROV).
8   'St Vincent Place Precinct, Albert Park', Victorian Heritage Database online, 12 May 1999, accessed June 2018 at http://vhd.heritagecouncil.vic.gov.au/places/1750

Early Building Developments

The first European building development in South Geelong began in 1837 with the reputed construction of a house near the northern bank of the Barwon River fronting Barwon Terrace (adjacent to Moorabool Street, now the location of Fagg's Mitre 10, 109 Barwon Terrace) for David Fisher.[9] He was a member of the Port Phillip Association, a group of professional European men, government officials and shopkeepers who looked to Victoria to establish runs for their sheep given the scarcity of land in Van Diemen's Land (Tasmania).[10] Fisher's house was built of weatherboards from Tasmania,[11] and pre-dated the survey of the Town of Geelong. Fisher's house was subsequently occupied by Edward Willis, son in law of Charles Swanston of the Derwent Company (successor to the Port Phillip Association).[12] A new substantial brick dwelling (Figure 7) was constructed and occupied by Willis and his family between 1843 and 1850.[13]

Figure 7: House, Barwon Terrace (between Moorabool & Yarra Streets), n.d., occupied by Edward Willis in the 1840s (and owned by David Fisher).
Source: Ian Wynd collection, Authentic Heritage Services.

9   *Bacchus Marsh Express*, 13 June 1903, p.3 & D. Fisher in T.F. Bride (ed.), *Letters from Victorian Pioneers: Being A Series of Papers on the Early Occupation of the Colony, the Aborigines, Etc.,* Trustees of the Public Library, Melbourne, 1897. Fisher's claim of having the first European house in Geelong was contradicted by Dr Alexander Thomson who claimed that he built his dwelling, 'Kardinia' at Belmont in 1837 and he built a house for the Derwent Company, 'occupied afterwards by Mr. Fisher.' See D. Thomson in Bride*, op.cit.*, p.251.

10   M. Cannon & I. MacFarlane (eds.), *The Crown, The Land & the Squatter 1835-1840, Historical Records of Victoria Foundation Series,* vol.6, Melbourne University Press, Melbourne, 1991, p.1 & I. Wynd, *So Fine A Country: A History of the Shire of Corio*, Shire of Corio, 1981, p.10.

11   Fisher, *op.cit.*

12   J.A. Hone, 'Willis, Edward (1816-1895)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, http://adb.anu.edu.au/biography/willis-edward-4860/text8119, published first in hardcopy, 1976, accessed online 28 August 2019.

13   Fisher advertised the sale of his dwelling at South Geelong in 1842 – See *Geelong Advertiser*, 29 August 1842, p.1. It seems the property did not sell and he retained ownership and the property was occupied by Willis – see *Geelong Advertiser & Squatters' Advocate*, 27 March 1843, which p.1, which first gave Willis' address as Barwon Terrace. The *Geelong Adverti*ser, 16 September 1850, p.3, advertised the sale or the property, it being described as 'lately being in the occupation of E. Willis, Esq.,' and consisting 'of 14 rooms, with larder, laundry, dairy, bake-house, cellars, and servant's rooms complete', indicating that the substantial rendered brick dwelling shown in Figure 7 had been built by this time.

It was not until February 1839 when the first land sales occurred in Geelong, with 53 lots offered in three blocks, two in South Geelong and one in North Geelong.[14] A further sale occurred in 1840 when another 53 lots were offered.[15] The first European dwelling in Geelong was built at South Geelong fronting Barwon Terrace.

By 1850, building development at South Geelong was centred between Barwon Terrace and Balliang Street, and Moorabool and Bellerine Streets. Four allotments fronting Foster Street between Bellerine and Yarra Streets had also been sold.[16]

By 1855, a number of buildings had been built at South Geelong. They were shown on a Map of Geelong by Surveyor, John Hamlet Taylor (Figure 8). In particular, Taylor's Map showed most dwellings on blocks bound by Foster and Little Fyans Streets to the south, and between McKillop and Kilgour Streets to the north (between Yarra and Bellerine Streets). David Fisher's former residence was depicted with a frontage to Barwon Terrace, the original portion of the dwelling being positioned on an angle (a consequence of the dwelling pre-dating the land subdivision). A number of hotels had also been erected by this time, including the Bridge Inn (south-east corner of Moorabool and Fyans Streets), Retreat Inn (near the south-west corner of Fyans and Bellerine Streets), and the Nelson Victory Inn, Balliang Street (north side, between Yarra and Bellerine Streets). There was also the chapels of the Church of England and the Wesleyan Church opposite each other in Moorabool Street (north of Fyans Street).

Figure 8: J.H. Taylor, Part of Map of Geelong showing study area, 1855.
Source: State Library of Victoria.

A source of employment were the steam flour mills fronting the Barwon River at nearby Chilwell to the west of Moorabool Street. They included William Collins' Chilwell Mill

---

14   Wynd, 'In the Beginning', *op.cit.*, pp.103-104.
15   *Ibid*.
16   R. Hoddle, Plan of Geelong of Geelong: Proposed Extension, 23 October 1850, VPRS 8168/P5, item FEAT 578, PROV.

that opened in 1845 (the western-most mill on Taylor's map) and William Gray's Bridge Mill near the south end of Moorabool Street, completed in 1847.[17] These mills were followed by the building, timber and ironmongery factory of Samuel and William Fagg at the south-east corner of Moorabool Street and Barwon Terrace in 1863[18] (Figure 9).

Figure 9: William Fagg's premises, South Geelong, c.1900.
Source: GRS 2009/01273, Geelong Heritage Centre collection.

Taylor's Map also showed a watch house on the west side of Yarra Street (between Balliang and Fyans Streets) (Figure 10). It was built in 1841 to a standard design by James Rattenbury, Clerk of Works under Major Sir George Gipps, Governor of NSW.[19] It served its purpose until 1903 when the police station relocated to a Late Victorian timber dwelling (built in 1892) at 16 Foster Street.[20] This building survives as a private residence today (Figure 11).
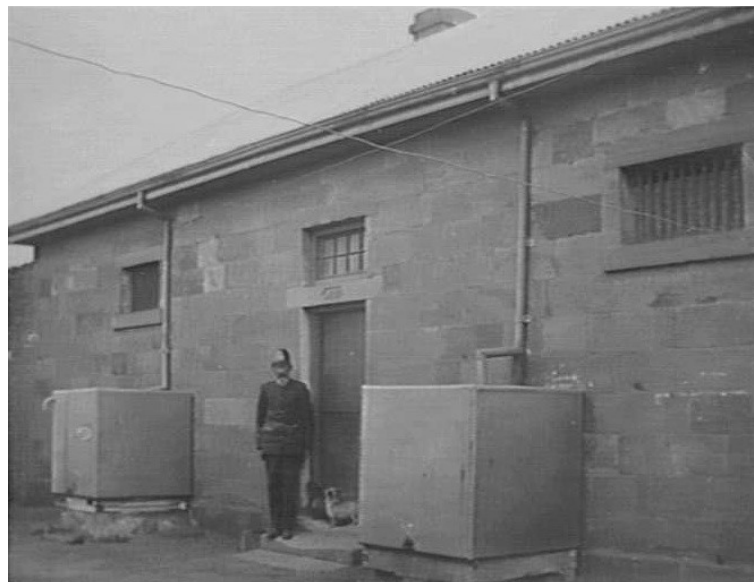
Figure 10: Former Watch House, South Geelong, 1905 (reproduced 24 November 1933).
Source: S. Bowyer, accession H20532, State Library of Victoria.

---

17   D. Rowe, 'About Corayo: A Thematic History of Greater Geelong', City of Greater Geelong, draft in progress, November 2019.
18   Ibid.
19   Ibid.
20   Geelong Town Council Rate Books, 1891-92, Geelong Heritage Centre, Geelong Waterworks & Sewerage Trust Plan of Drainage no. 47, c.1914, Barwon Water, & Geelong Advertiser, 15 September 1928, p.11.

Figure 11: Former police station, 16 Foster Street, 2019.

Geelong to Colac Railway Line & the South Geelong Railway Station

Considerable change came to South Geelong in 1874 when the Victorian Parliament approved the construction of the Geelong to Colac railway line.[21] The railway line traversed the town plan grid on an angle, the railway station yard being situated south of Lonsdale Street between Yarra, Bellerine and Swanston Streets. It was not until May 1882 when a site adjacent to the Yarra Street boundary was selected for a railway station[22] (Figure 12). This site was hotly debated by some locals, as noted in the *Geelong Advertiser* during a visit by railway officials:

> The mere mention of the site, however, caused great excitement, and a few hot-tempered individuals almost settled their disputes by a display of muscular Christianity. The division of opinion was as to sites close to Moorabool, Yarra, and Bellerine-street crossings, and, on the engineers finding that the residents who are likely to be befitted by a station at South Geelong were at loggerheads, they sprang into the special train, and sped away to the Breakwater township, leaving the people indignant, excited, and quarrelsome.[23]

A siding south of the railway station, together with good sheds to the east of the station were also erected. The first stationmaster appears to have been Charles Wells (c.1854-1901), and a residence was built in the south-west corner of the railway site. It was replaced in 1911 with a new dwelling.[24]

---

21   Rowe, op.cit.
22   Ibid.
23   *Geelong Advertiser*, 9 May 1882, p.3.
24   Rowe, op.cit.

Figure 12: South Geelong Railway Station (now demolished), c.1983.
Source: VLine, South Geelong Railway Station.

In 1913, embankments were constructed either side of Moorabool Street and a bridge (Figure 13) erected so that the railway line would be clear of the tram network that extended along Moorabool Street.[25]
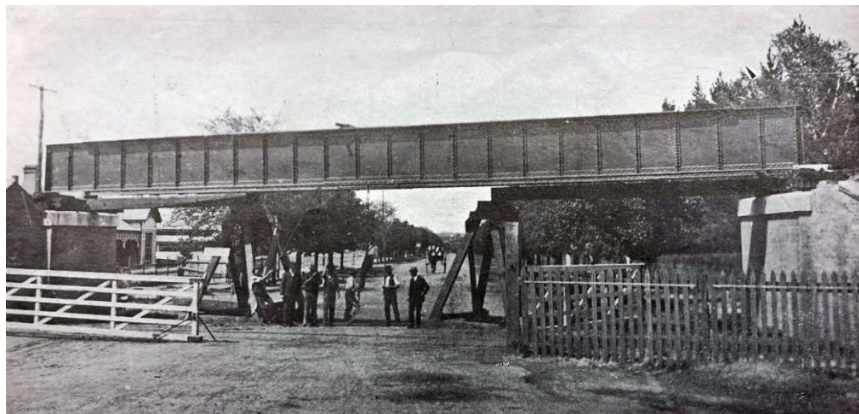
Figure 13: Moorabool Street Railway bridge nearing completion, 1912.
Source: *News of the Week*, 12 November 1912, p.14, GRS 2121/3, Geelong Heritage Centre collection.

At the railway crossings in Yarra and Swanston Streets, gates were installed and operated by gate keepers (and station staff) to ensure the safe crossing of railway vehicles. Gate keepers were accommodated in cottages. At 162 Swanston Street, the original gate keeper's cottage (built in 1914) survives[26] (Figure 14). The railway gates at Yarra Street (Figure 15) remained operable until 1986.[27]

---

25   Ibid.
26   Ibid.
27   Ibid.

Figure 14: Former Gate Keeper's Cottage, 162 Swanston Street, 2019.

Figure 15: W. Langford, Railway gates at Yarra Street crossing with the station and several Canary Island Date Palm trees in the background, 22 June 1975. Source: Weston Langford Railway Photography online, photo 113415 at https://www.westonlangford.com/images/photo/113415/

In 1914, a footbridge was constructed on the east side the Bellerine Street railway crossing.[28] It had a V layout extending eastwards to its highest point with ramps connecting to Bellerine Street on both sides of the railway line as shown in an aerial image in 1927 (Figure 16). The structure was replaced with a new steel bridge on the west side of the railway crossing before 1975 (Figure 17).

---

28   J. McLean, *South Geelong and Environs*, Australian Railway Historical Society (Victorian Division), March 1985, pp.68-73. The footbridge was shown in an aerial of South Geelong by Charles Pratt on 7 October 1927, H91.160/887, State Library of Victoria (SLV).

Figure 16: C. Pratt, Aerial view looking south along Bellerine Street to the railway crossing showing the footbridge (circled), 7 October 1927. Also note the Geelong Buttery Factory on the right. Source: Accession H91.160/887, State Library of Victoria.

Figure 17: W. Langford, South Geelong Railway Station showing footbridge in the background (circled), 22 June 1975. Source: Weston Langford Railway Photography online, photo 113408 at https://www.westonlangford.com/images/photo/113408/

Late 19th and Early 20th Century Building Developments

The construction of the railway line (providing readily accessible public transport to Geelong, Melbourne and the Western District), and the establishment of nearby Woollen Mills on the Barwon River at South Geelong and Chilwell – including the Albion, Barwon, Union and Victorian Mills that were operational by 1882-83[29] – brought about the need for further housing to accommodate the growing workforce. Further land was made available for housing in the mid 1870s and in the 1880s and 1890s.

---

29   Rowe, op.cit.

The construction of the railway line was also impetus for the establishment of additional businesses in South Geelong. This included the Geelong District Butter and Cheese Factory in the small triangular portion of land north of the railway line bound by Lonsdale, Carr and Bellerine Streets (later the western portion of the Barwon Water depot recently demolished). Land for the Butter Factory was set aside in 1893 and the building was constructed in 1894.[30] The *Geelong Advertiser* gave the following report:

> In an unpretentious-looking corrugated iron building near the South Geelong railway station, the now very thriving business of the Geelong District Butter and Cheese Factory Company is being conducted. The butter-making industry is one which promises to greatly assist in lifting the colony out of its financial difficulties, and the local establishment gives promise of materially aiding in that desirable direction, paid strides in developing the trade having been made during the thirteen months of the company's operations … The company have four creameries from which the factory is supplied with cream for butter making, and these are located at Ceres, Mount Moriac, Inverleigh and Lara. … During the shipping season from the 16th September to the 1st inst., 46 tons of butter made at the South Geelong factory have been shipped to London.[31]

By 1909, the Geelong Butter Factory had been taken over by Edward O'Connell.[32] In 1921, he also took over the Barrabool Butter Factory at South Geelong.[33] In 1923, the Geelong Butter Factory building in Lonsdale Street was replaced with a more commodious two storey gambrel-roofed building designed by I.G. Anderson (Figure 16).[34]

By 1914, several dwellings in South Geelong had been built.[35] Vacant allotments had been replaced with largely single storey timber Edwardian and Federation styled dwellings. World War One stalled further housing development until the 1920s and 1930s, when Bungalows were erected in parts of Maud, Foster, Balliang, McKillop, Kilgour, Bellerine, Swanston and Yarra Streets, and along Verner Street (east of Swanston Street). The extent of development at this time was shown in aerial images (Figure 18-19):

---

30   Part of City of Geelong Plan, reproduced by the Dept. Lands & Survey, Melbourne, n.d., VPRS 16171, PROV.
31   *Geelong Advertiser*, 15 February 1894, p.4.
32   *The Ballarat Star*, 29 November 1909, p.6.
33   *Geelong Advertiser*, 14 January 1921, p.2.
34   *Ibid*., 25 April 1923, p.2.
35   See Commonwealth Section Imperial Staff, Part Plan of Geelong, 1914, Department of Defence, showing building development in dark rectangles, VPRS 8168/P5 item MS DEF 54 PROV.
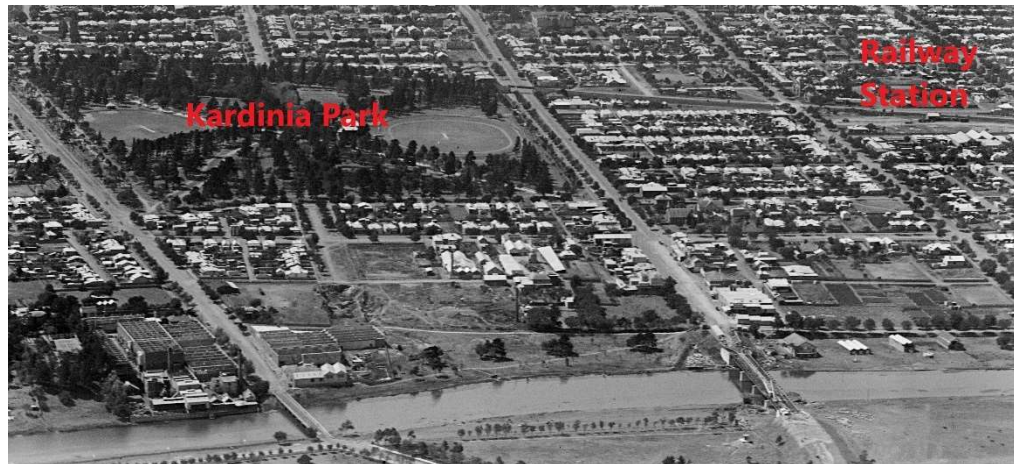
Figure 18: C. Pratt, Aerial view of South Geelong looking north from Belmont, 1926. Source: Accession H91.160/788, State Library of Victoria.

Figure 19: C. Pratt, Aerial view of South Geelong, 7 October 1927. Source: Accession H91.160/887.

The postwar years following World War Two in the late 1940s and 1950s witnessed additional building development, mainly in Moorabool, Kilgour, Mundy and Lonsdale Streets. The late 20th century brought about the replacement of some dwellings with multi-unit developments, including those in Foster, Findon, McKillop and Yarra Streets. More substantial two storey detached dwellings were built on land formerly part of the Gordon TAFE in Moorabool Street (fronting Kilgour Street, Maud Street and Faggs Place in recent years, and reflect one of the more major residential developments in the study area in the early 21st century). More common were late 20th and early 21st century dwellings interspersed amongst heritage housing stock, most notably in McKillop and Kilgour Streets (Figure 20).

Figure 20: Kilgour Street, looking east from Yarra Street, showing a recently constructed dwelling, 2019.

New single dwellings were also constructed throughout South Geelong, with a number in McKillop and Kilgour Streets. On the east side of Moorabool Street south of the railway line to Barwon Terrace, earlier buildings were replaced with shops and other commercial structures.

Public Parks, Gardens and Street Landscaping
Parks and Gardens
Parks and gardens were established in different parts of the study area from the 19th century for sport and recreation. They included Kardinia Park (earliest known as Chilwell Flat and used as a cricket ground from 1851), Hopetoun Park (laid out in 1909) and Richmond Oval (established in 1854) (see later subsections for further details). Other grounds and gardens were also created in South Geelong between the mid 19th and early 20th centuries, which continue to serve as public parks today. They also included the grounds of the Comunn na Feinne Society at the north-east corner of Fyans and Bellerine Streets.

Comunn na Feinne Society Grounds
No longer surviving but an important location for annual sports and other events from 1861 was the grounds of the Comunn na Feinne Society.[36] The reserve was situated on the east side of Bellerine Street, between Fyans and Balliang Streets. The Society had begun in 1856 with a meeting was held at the Gaelic School house in Latrobe Terrace, being testimony to the comparatively large number of immigrant Scots living in Geelong at the time.[37]

The first Highland gathering was held on 'the plain at South Geelong near the Barwon River' and involved field sports (such as tossing the caber, throwing the heavy hammer, putting the heavy stone, running high leap and men's and boys' footraces) and Highland dancing events.[38] At its grounds in Bellerine, Fyans and Balliang Streets (Figure 21), the Highland games became a major drawcard, with hundreds of local townspeople and visitors flocked to the annual sporting event, the 700-seat grandstand being full.[39]

---

36   Rowe, op.cit., theme 9.
37   Ibid.
38   K. Cardell, C. Cummin & R. Bakker, *Comunn na Feinne 1856-1946: More Than a Pub Name (The History of the Geelong Highland Society and its activities 1856-1946)*, Peter Diggins, 2018, pp.12-13.
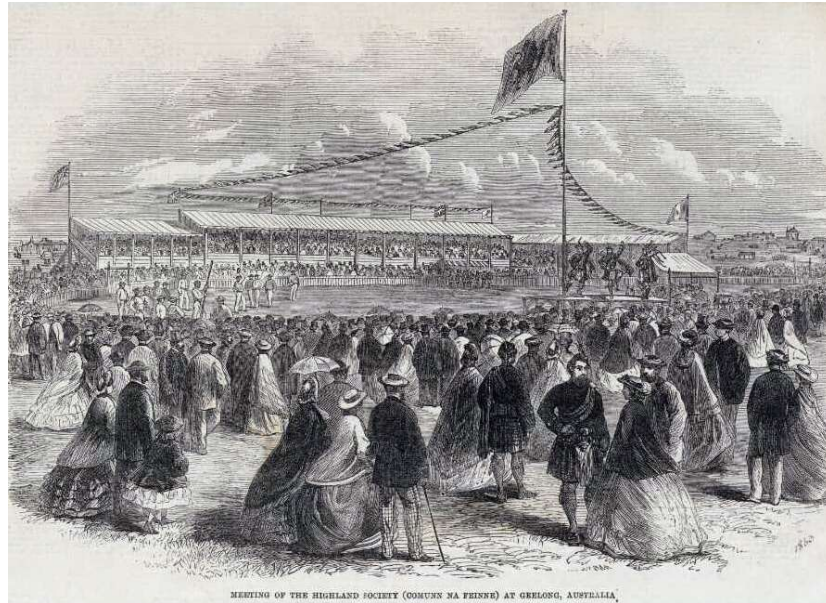39   Rowe, op.cit.

Figure 21: Meeting of the Highland Society (Comunn na Feinne) at Geelong, Australia, 1863.
Source: Rex Nan Kivell collection, NK4182/132, Bib ID 1519347, National Library of Australia.

Street Tree Planting

Key to urban beautification in South Geelong since the 19th century has been street tree planting. One of the more notable improvements came in 1868 when the Mayor of Geelong, Cr Robert de Bruce Johnstone advocated an enterprising street tree planting program on both sides of Moorabool Street. Trees were to be funded by private subscription in honour of Queen Victoria's birthday.[40] As reported in the *Geelong Advertiser:*

> The mayor intimated that he had been endeavouring to get the rows of trees, from Moorabool street to the Barwon, planted by private subscription. The conditions were that each person subscribing 15s would have the privilege of allowing his children to plant a tree. To plant the whole street the number of trees required would be seventy on one side and sixty on the other. Seventy had already been subscribed for, so that only sixty remained.[41]

The planting of pine trees[42] commenced in Moorabool Street 'from the Church of England Grammar School to the Barwon Bridge' on 25 May 1868 when a member of each subscriber's families planted a tree, a record of the event being kept in the Town Hall as a commemorative measure[43] (Figure 22). The pines appear to have been replaced with elms in 1885 and they were removed in c.1963.[44] Two elm trees on the north side of Foster Street (near Moorabool Street) appear to be a vestige of the tree replacement program in 1885.

---

40   *Geelong Advertiser*, 11 May 1868, p.3.
41   *Ibid*.
42   The species of trees planted was not described in 1868 but in 1885 the Geelong Town Council Gardens Committee recommended that 'the pines planted in Moorabool-street south, from Myers-street to Fyans-street, be removed, and that elm trees be planted in lieu thereof.' See *Geelong Advertiser*, 21 April 1885, p.3.
43   *Ibid*., 15 May 1868, p.3.
44   *Ibid*., 21 April 1885, p.3 & *Investigator*, vol.3, no.1, February 1958, p.1.
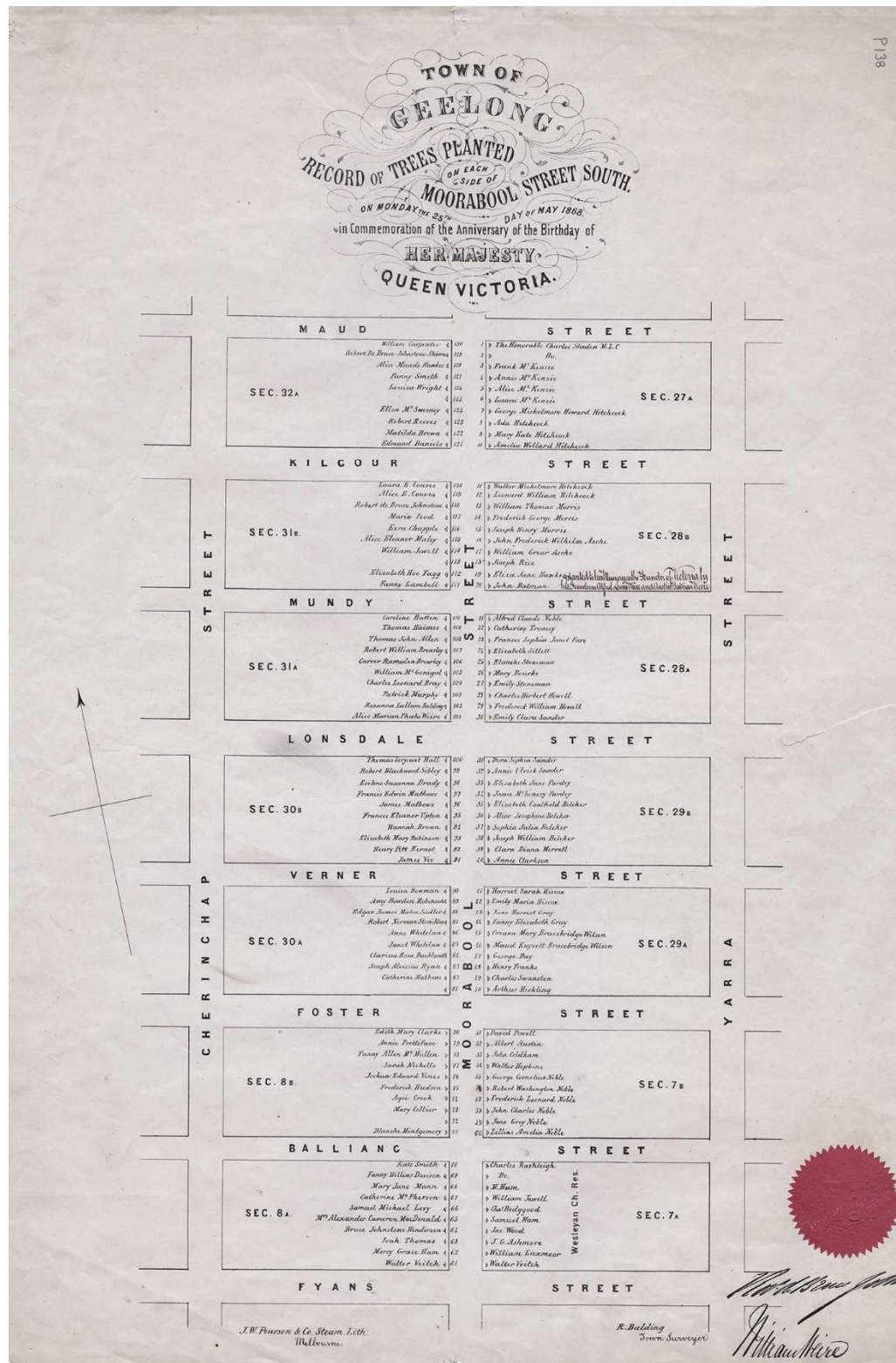

Figure 22: R. Balding, 'Geelong: Record of Trees Planted on each side of Moorabool Street in commemoration of the Birthday of Her Majesty Queens Victoria, 1868.' The names shown marked the locations of the trees funded by each subscriber. Source: J.W. Pearson & Co., Melbourne, 1868, GRS 2031/P138, Geelong Heritage Centre collection.

A similar initiative was established on the west side of Yarra Street in 1872 (albeit in a less grandiose manner) when 48 elm trees were planted.[45] The trees had been sourced from the Johnstone Park nursery. The first tree was planted by Francis Ducker, son of the Mayor, W.F. Ducker.[46]

The planting of elms in Geelong's trees was prolific throughout the late 19th century. In 1891, for example, 400 additional elms had been acquired 'for planting in the streets of the different wards.'[47] Aerial photographs of parts of South Geelong by Charles Pratt in the 1920s suggest that several of the streets were lined with elm trees. Pratt's aerial photograph of the southern portion of Garden Street showed the newly-laid out wide median strip between Kilgour and Carr Streets. Unlike several other streets, this section of Garden Street appears to have been planted with native trees, including Spotted Gums (*Corymbia Maculatas*). It was in the early 1920s when Town Planners advocated the planting of native trees, including W. Scott-Griffiths in South Australia, who, in 1924, commented on the street tree planting proposal of the Geelong Progress Association. In particular, Scott Griffiths declared:

> I would prefer to see more native trees used. The coloring of trunk foliage of some gums is magnificent, and if planted in harmony with the surrounding landscape these gums would prove most effective. The plantation should not be too close and formal, and care should be exercised not to place the trees too close to the road formation, otherwise the life of the road would be seriously damaged owing to the excess of shade, especially in the winter months, on a macadam roadway.[48]

By 1940, a survey of street trees in Geelong was carried out by the curator of the Geelong Botanic Gardens. It found that three quarters of the elm trees planted in the 19th century required replacing 'in the near future.'[49] This was impetus for the replacement of the mature elms and other exotic street trees in South Geelong in subsequent years with natives.

3.0   Heritage Characteristics
3.1   General Overview
Urban Layout, Topography and View Lines
The layout of streets within the study area largely reflects the original Geelong Town Plan of 1838 (with its grid arrangement between Moora bool and Swanston streets, and McKillop and Fyans Streets), and the east extension of 1854 providing a more dynamic urban plan with the curved streets of Bourke Crescent and Richmond Crescent (however, the neighbouring streets with this early plan extension largely confirm to a grid arrangement, including Garden, Kilgour, and Verner Streets). Punctuating the regulatory of the grid layout is the Geelong to Warrnambool Railway line which extends on a diagonal access from the west end of Kilgour Street to the south end of Garden Street, the railway axis also emphasised by the adjoining thoroughfare that is parallel to the railway: Carr Street.

---

45   *Geelong Advertiser,* 22 August 1872, p.2 & W.R. Brownhill & I. Wynd, *The History of Geelong and Corio Bay with postscript 1955-1900,* The *Geelong Advertiser*, Geelong, 1990, p.112.
46   *Ibid*.
47   *Geelong Advertiser*, 20 June 1891, p.4.
48   *Chronicle* (Adelaide, South Australia), 24 May 1924, p.48.
49   *The Age,* 26 June 1940, p.12.

The study area is defined by sloping topography, the highest point being at the north end at McKillop Street, and extending south towards the lowest level at Fyans Street (the topography continues in a southern descent beyond Fyans Street to the Barwon River).

The regular grid layout for much of the urban plan in the study area, and its sloping topography, provides for largely uninterrupted views between the northern and southern-most parts of the study area (between McKillop and Fyans Streets) along Yarra and Swanston Streets (Figures 23-24), as traditionally intended. These viewlines were 'opened up' with the clearing of the new streets, the clearing of Yarra Street in 1842 being considered as 'of the most striking improvements.'[50]

Figure 23: Swanston Street looking south from Kilgour Street round about, 2019.

Figure 24: Yarra Street looking south from Kilgour Street round about, 2019.

---

50   *Geelong Advertiser*, 6 June 1842, p.2.

Viewlines along Moorabool and Bellerine Streets have been partially obscured. In Moorabool Street, the railway bridge at the Carr Street intersection partially interrupts the viewline when looking from the south although the sloping topography provides views beyond to the top of the hill at McKillop Street (Figure 25). Since the second half of the 20th century, the north-south viewline along Bellerine Street has been partially interrupted by high brick walls associated with the Barwon Water depot in Lonsdale Street (recently demolished) and high timber fencing forming the northern boundary of the South Geelong Railway Station car park (Figure 26).

Figure 25: Moorabool Street looking north-east, 2019. The railway bridge is in the background, along with views to McKillop Street up the hill.

Figure 26: Bellerine Street looking south from the Kilgour Street intersection, 2019.

Largely uninterrupted views in thoroughfares on an east-west axis are also accentuated by the substantially-wide streets, including McKillop and Kilgour Streets (Figure 27).

Figure 27: Kilgour Street looking west from near Swanston Street intersection, 2019.

The majority of property allotments are rectangular in layout, and range in size (this being due to the different subdivisions throughout the study area and site function). Exceptions include the wedge-shaped layouts of properties in Bourke Crescent and Richmond Crescent. Almost all of the allotments feature front setbacks (apart from corner stores, hotels, and commercial buildings fronting Moorabool Street).

Housing Stock
The majority of the dwellings within the study area are single storey (or have a single storey appearance from the public realm), detached, hipped and/or gabled, and constructed of corrugated sheet metal roof cladding and timber weatherboard wall cladding (Figure 28). They feature front and/or return post-supported verandahs and detailing and decoration reflective of the eras in which they were built. Lesser in number are heritage dwellings of face brick and rendered wall construction. The dwellings also feature timber framed double hung windows, panelled (and/or glazed) timber doors and most have eave overhangs. Most also especially feature chimneys of construction and detail reflective of their stylistic origins.

Figure 28: Maud Street (south side between Swanston & Bellerine Streets), largely showing a mix of hipped Late Victorian and hipped & gabled Edwardian/Federation dwellings, 2019.

The majority of heritage dwellings in the study area largely comprise one of a small number stylistic types: Early Victorian, Victorian, Edwardian/Federation, interwar and postwar. Examples of each stylist type are as follows (further details are given in the City's Heritage and Design Guidelines 1997):

Early Victorian
A small number of Early Victorian dwellings survive in the northern and southern parts of the study area (including McKillop and Kilgour Streets to the north, and Yarra, Balliang and Bellerine Streets to the south) (Figures 29-30), where the earliest housing allotments were made available. These dwellings are modest in scale and feature hipped and gabled roof forms clad in corrugated sheet metal. They are constructed of brick (some with introduced overpainting), absence of eaves and front verandahs (some post-supported verandahs have been added), simple masonry chimneys, timber framed double hung or casement windows, central panelled timber doors and symmetrical compositions.

Figure 29: Early Victorian gabled dwelling, 31 Balliang Street, 2019.

Figure 30: Early Victorian hipped roofed dwelling, 278 Bellerine Street, 2019.

Victorian

Three sub-types of Victorian styled dwellings (built from the 1860s until the very early 20th century) are identified in the study area: Mid Victorian, Victorian Italianate and Late Victorian. The mid and late Victorian styled dwellings are similar in appearance, mainly having symmetrical compositions, hipped roof forms, front post-supported verandahs (the roofs being concave or convex, or for Late Victorian only, bullnosed profile), with cast iron valances and brackets supported by cast iron posts or stop chambered square timber posts (Figure 31). They often feature elaborate brick or rendered masonry chimneys (with corbelled tops), timber framed double hung windows (including tripartite types), panelled front timber doors with sidelights and highlights, timber weatherboard wall cladding (some with timber cladding simulating ashlar masonry at the front), sheet metal roof cladding, modest eaves and paired timber eaves brackets

(some with decorative panels between). Victorian Italianate styled dwellings have asymmetrical compositions with projecting faceted front bays (Figure 32).

Figure 31: Late Victorian dwelling, Kilgour Street, 2019.

Figure 32: Victorian Italianate dwelling, Swanston Street, 2019.

Edwardian/Federation Dwellings

Built from the late 1890s until c.1915, examples of Edwardian/Federation dwellings in the study are identified by principal, steeply-pitched hipped roof forms with projecting front gabled wings (and side gabled wings for more elaborate types) and front and return verandahs (Figures 33-34). These verandahs are supported by turned timber posts and timber fretwork valances and/or brackets. Most are of timber weatherboard wall cladding with corrugated sheet metal roof cladding and eaves overhangs having exposed timber rafters. They have timber framed double hung or casement windows (arranged as corner or faceted bays, or singularly or in pairs), timber panelled doors (possibly with upper glazed panels and side lights) and bracketed timber window hoods.

Prominent brick chimneys (some with brick strapped) with multi-corbelled tops and terra cotta pots represent other features, as do decorative gable infill (timber battening, timber shingling or rendered panelling).

Figure 33: Federation dwelling, Maud Street, 2019.

Figure 34: Edwardian dwelling, Verner Street, 2019.

Interwar Bungalows

These dwellings were constructed in the 1920s and 1930s and feature broad, gabled roof forms (often with a street-facing verandah gable or a recessed front porch under the main roof), wide eaves with exposed timber rafter ends, corrugated sheet metal roof cladding, timber weatherboard wall cladding, timber framed double hung windows (with some arranged in banks of three), timber framed and glazed front doors (or timber doors with upper glazed panels), timber shingling or weatherboards in the gable ends, plain rectangular brick chimneys (often with soldier-coursed tops) and brick verandah piers (mainly having concrete cappings) surmounted by squat concrete columns or

timber posts (Figure 35). A small number of interwar Bungalows in the study have main hipped roofs with projecting verandah gables.

Figure 35: Interwar Bungalow dwelling, Fitzroy Street, 2019, one of very few Bungalows of face brick construction in the study area.

Postwar Bungalows

Postwar Bungalows in the study area were constructed from 1945, after the end of World War Two. There are also some late interwar Bungalows (built in the late 1930s or early 1940s) that reflect similar characteristics. They feature broad hipped or gabled roof forms clad in tiles or corrugated sheet metal, broad plain eaves, larger timber framed double hung windows (often arranged in banks of three at the front), curved cantilevering corner porches, cream or pressed red brick wall construction, timber framed and glazed front doors, and plain brick chimneys (Figure 36).

Figure 36: Postwar Bungalow, Kilgour Street, 2015.

Garaging

For most historic properties, garaging is largely recessive to the dwellings given that the advent of the motor car came during the 1920s in Geelong. Where there are rear lanes, most garages are located at the rear with access from these lanes (Figure 37). Exceptions include corner allotments where the garaging may have a shallow setback to the secondary street, these allotments forming bookends to these streets.

Figure 37: Garaging fronting rear lane off Richmond Place, 2019.

Fencing

The majority of front fencing in the study area are version of timber pickets (pointed, flat and capped) (Figure 38). While historically pointed timber picket fences were commonly constructed in conjunction with Victorian and Edwardian/Federation dwellings, these fences have subsequently been built in various streets for later dwelling types, including interwar Bungalows.

Figure 38: Variations in timber picket front fencing, Bourke Crescent, 2019.

Capped and flat timber picket fences are generally associated with Federation/Edwardian dwellings and interwar Bungalows, as are timber post and woven wire fences that also feature in the study area (Figures 39-41).

Figure 39: Early capped timber picket fence in keeping with Federation dwelling, Swanston Street, 2019.

Figure 40: Introduced capped timber picket front fence & gate, Swanston Street, in keeping with the interwar Bungalow, 2019.

Figure 41: Timber post & woven wire front fence with scrolled metal pedestrian gate, Verner Street,
in keeping with the interwar Bungalow, 2019.

Low solid brick fences, or front fences with brick plinths and piers with open steel trussed bays between, were common for postwar era dwellings and are identified on some dwellings of this era in the study area (see Figure 36).

There are some introduced fences of varying construction types, including those with brick piers, that do not relate to the character of the streetscape or the era of the dwelling. Similarly, several front fences extend higher than traditional heights of 1200-1300 mm for picket and woven wire fences, and 500-1200 mm for brick fences.

Engineering Infrastructure

The majority of early (19th and very early 20th century) engineering infrastructure in most streets have been replaced with concrete kerb and channel, and concrete footpaths. Remnant early bluestone kerb and channel is located in Bourke Crescent (Figure 42), and Walls Street. There are bluestone spoon drains in some rear lanes, including those south of Foster Street (between Swanston and Bellerine Streets) (Figure 43), Korroit Place (off Bourke Crescent) and St. Matthews Lane (off Walls Street). On the west side of Bellerine Street (between the railway station car park and Foster Street) is an early bluestone spoon drain (Figure 44). Asphalt footpaths (following a traditional appearance) are largely confined to Walls Street, and half of Bourke Crescent (west side) (Figure 42). Round-abouts in Kilgour Street have been introduced.

Figure 42: Asphalt footpaths and early bluestone kerb and channel, Bourke Crescent, 2019.

Figure 43: Rear lane with central bluestone spoon drain (properties fronting Foster & Balliang Streets, between Swanston & Bellerine Streets), 2019.

Figure 44: Bluestone spoon drain, Bellerine Street, 2019.

Street Landscaping

Grassed nature strips (of varying widths) predominate throughout the study area. The generous median strips in Garden Street (south of Kilgour Street), Fitzroy Street (south of Kilgour Street) and Richmond Street are original to the 1920s (Figure 45). In Kilgour Street, median strips extending from the intersections with round-abouts in Kilgour Street have been introduced.

Figure 45: Garden Street (looking south from near Kilgour Street) showing wide grassed median strip with a mix of native street trees, 2019.

Few surviving exotic street trees from the 19th century streetscape beautifying schemes survive in South Geelong. They include (but are not limited to) the two mature English

Elms on the north side of Foster Street (near Moorabool Street) and the row of English Elms on the south side of Carr Street (between Moorabool and Kilgour Streets) (Figure 46).

Figure 46: Carr Street, looking west from Baldock Lane, showing the row of Elm trees, 2019.

The majority of street trees appear to have been introduced as replacements of earlier exotics after 1940s. The species vary between streets, although there is a predominance of Prickly Leafed Paperbarks and Bottlebrushes (Figure 47). South of the railway line, much of the Foster Street streetscape is defined by White Cedar trees (Azedarach) (Figure 48).

Figure 47: Verner Street (near Garden Street), showing Prickly Leafed Paperbark street trees, 2019.

Figure 48: Foster Street (near Yarra Street), showing White Cedar street trees, 2019.

3.2   Existing Heritage Areas

Much of the northern portion of the study area, and two smaller residential areas south of the railway line, are identified as heritage overlay areas. They are as follows:

3.2.1   City South Residential Heritage Area HO1641
Layout and Housing Stock

The City South Residential Heritage Area is especially defined by its rectangular layout of allotments, with the streets reflecting the original grid plan. There are rear and side lanes abutting several properties, most notably in Maud Street. Other secondary streets have access from the principal thoroughfares of McKillop and Kilgour Streets. The portion of the City South Residential Heritage Area in the study area is largely defined by single storey (predominantly timber) detached houses dating from the 1850s until the 1920s.[51]   Especially notable is the homogeneity in scale, height, setbacks, construction and predominance of Late Victorian Edwardian/Federation and interwar Bungalow styled dwellings that characterise much of the Maud Street streetscape (Figures 49-52).   Having a lineal arrangement, the majority of the dwellings are detached, save for the semi-detached timber dwellings at 97-99 Maud Street built in 1888 and which originally featured a decorative parapeted front façade.[52] Most of the dwellings in Maud Street were built from the 1880s until the late 1930s.[53] There are some introduced (late 20th century) dwellings in parts of Maud Street, including those on the north side of the street between Bellerine and Yarra Streets.

Of particular integrity are those parts of Maud Street between Swanston and Bellerine Streets, and Yarra and Moorabool Streets. On the north side of Maud Street (between Yarra and Moorabool Streets) are more substantial interwar timber and brick Bungalows on contextually larger allotments. They are a legacy of the subdivision of the former Geelong Grammar School site in 1916 and similar-sized allotments and dwellings front

---

51   See Geelong Town Council Rate Books, 1887-1888, op.cit.
52   Details from an historic photograph in Maxwell Collins sale notice, n.d., Authentic Heritage Services Pty Ltd collection.
53   Ibid., 1880-1939.

onto Yarra and McKillop Streets as part of this block.[54] A portion of the former Geelong Grammar School building survives at 55 Maud Street and is a local landmark (see following subsection for further details).

Figure 49: Maud Street, south side, looking east from Bellerine Street, 2019.

Figure 50: Maud Street, north side from Swanston Street, 2019.

---

54   Old Geelong Grammar School Estate auction notice, 8 April 1916, GRS 2030, Geelong Heritage Centre.

Figure 51: Maud Street, south side between Yarra and Moorabool street (looking west), 2019.

Figure 52: Maud Street, north side between Yarra and Moorabool Streets (looking west), 2019.

Other parts of the City South Heritage Area also express a uniformity in allotment configurations, setbacks, single storey scale, timber wall construction and stylistic attributes, (mid and late Victorian, and Edwardian/Federation) and hipped and/gabled roof forms with front post-supported verandahs. This includes the south end of Bellerine Street (between Mundy and Lonsdale Streets), where the houses date from 1868 until the 1920s[55] (Figure 53).

---

55   Geelong Town Council Rate Books, op.cit., 1868-1929.

Figure 53: Bellerine Street, east side looking north-east from Lonsdale Street, 2018.

The east side of Yarra Street (between Kilgour and Mundy Streets) is a uniform row of single storey hipped roofed Late Victorian styled timber dwellings built mainly in c.1896[56] (Figure 54). Several feature projecting minor hipped wings at the front. There are post-supported front verandahs, notable brick chimneys and a predominance of timber picket front fences and gates.

Figure 54: Yarra Street, east side from Kilgour Street (looking south-east), 2019. Note the landmark clock tower of the Austin Homes in the background.

The City South Residential Heritage Area includes properties from the west of Gheringhap Street, taking in the south side of McKillop Street, north side of Kilgour Street and the western-most part of Maud Street. Notable for its uniformity in scale,

---

56   Ibid., 1893-1900.

timber construction and Late Victorian and Edwardian/Federation designs are the dwellings at 6-30 McKillop Street (between Gheringhap Street at the east end and the Geelong to Warrnambool Railway line to the west), 126-138 Gheringhap Street, 5-9 Kilgour Court, 11-25 Kilgour Street and in Maud Street date from 1890 and 1914[57] (Figures 55-57) An historic two storey landmark is the hipped roofed rendered brick Victorian dwelling at 142 Gheringhap Street (built in 1858) with contemporary two storey additions at the side. Interspersed throughout this area are some introduced brick and timber dwellings of later eras.

Figure 55: Maud Street, south side between Moorabool Street & the railway line (looking south-west), 2019.

Figure 56: McKillop Street, south side between Gheringhap & Maud Streets (looking south-west), 2019.

---

57   Ibid., 1889-1915.

Figure 57: Gheringhap Street, west side between McKillop & Maud Streets (looking south-west), 2019.

South of the railway line are two other discrete (but different) parts of the City South Residential Heritage Area. Especially intact is the residential area between Moorabool and Yarra Streets, and Lonsdale and Verner Streets (Figures 58-59). Defined by regular, rectangular allotments with side and rear lanes, the area was surveyed in 1884 and 1885. It is characterised by Late Victorian and Edwardian/Federation timber dwellings built between 1891 and 1918. A contextually unusual example is the Late Victorian Italianate dwelling, 'Hazelhurst', 5 Verner Street, built in 1891-92.[58] The area also has a smaller number of interwar timber Bungalows built in the 1920s.[59]

Figure 58: Lonsdale Street, south side from near Moorabool Street (looking south-west), 2019.

---

58   Ibid., 1890-92.
59   Ibid., 1922-29.

Figure 59: Verner Street, south side from near Moorabool Street (looking south-east), 2019.

A smaller portion of the City South Residential Heritage Area takes in properties on the west side of Yarra Street (between Foster and Balliang Streets), together with some properties in Foster and Balliang Streets (near Yarra Street) (Figures 60-61). The area includes two early Victorian styled painted brick gabled dwellings at 31 Balliang Street (built in c.1854) and 257 Yarra Street (built in the latter with a later 20[th]century two storey addition),[60] three detached hipped roofed timber and rendered brick Victorian dwellings at 34-38 Foster Street, a brick Victorian dwelling at 243 Yarra Street (built in 1870-71)[61] largely disguised by a high front fence (given its original substantial front setback, the dwelling being located on the rear boundary) and two semi-detached hipped roofed brick Victorian dwellings at 30-32 Foster Street (built in 1870-71).[62] At 247 and 255 Yarra Street are other single storey postwar and interwar dwellings.

---

60   Ibid., 1850-1856.
61   Ibid., 1869-72 & D. Rowe, 'Geelong City C Citations Project', prepared for the City of Greater Geelong, 2002.
62   Ibid.

Figure 60: Yarra Street, east side, south from Foster Street (looking south-east), 2019.

Figure 61: Foster Street, south side from Yarra Street (looking south-east), 2019. The semi-detached brick Victorian dwellings are shown in the foreground, with the neighbouring Victorian dwellings included in this part of the City South Residential Heritage Area.

Kilgour and McKillop Streets in the City South Residential Heritage Area also feature a notable number of early Victorian, Victorian, Edwardian/Federation and interwar Bungalows (Figure 62). These streetscapes also have contextually greater diversity in the greater variations in original wall construction (stone, brick and timber), height (single and double storeys) and in the number of introduced dwellings. Overall, there are commonalities in hipped and gabled roof forms and front setbacks.

Figure 62: Kilgour Street, south side, between Swanston & Yarra Streets (looking south-west), 2019.

Traditional Landmarks in the City South Residential Heritage Area
Houses

Within the City South Residential Heritage Area are a small number of dwellings that have formed traditional landmarks by virtue of their early provenance, two storey scale and masonry construction compared to neighbouring dwellings. They are 'Lismore' at 126 Kilgour Street, built as a single storey bluestone dwelling in 1858 and with rendered brick additions of 1861;[63] and the house at 100 Maud Street, built in 1863.[64]

Hotels

Some two storey hotel buildings form local landmarks in the City South Residential Heritage Area. They are the face brick former Rosemary Branch Hotel at 77 Maud Street (built in 1855) (Figure 63) and the Comunn na Feinne Hotel, 209 Kilgour Street (built in 1860)[65] (Figure 64).

Figure 63: Former Rosemary Branch Hotel, 77 Maud St, 2019.

Figure 64: Comunn na Feinne Hotel, 209 Kilgour Street, 2019

---

63   Rowe, 'About Corayo', op.cit., theme 5.
64   G. Butler & Associates, 'City of Geelong Urban Conservation Study', prepared for the City of Geelong, vol.4, 1991.
65   Helen Lardner Conservation & Design, 'City of Geelong Urban Conservation Study Locally Significant Sites', prepared for the City of Greater Geelong, March 1995 & Rowe, op.cit.

Other Commercial Buildings

Throughout the City South Residential Heritage Area are a number of commercial buildings. One of the earliest is the former candle factory at 80 McKillop Street (a two storey Early Victorian styled rendered brick building with hipped roofs) (Figure 65). Another is the former Bell and Sons butcher shop at 121 Kilgour Street (a single storey parapeted Early Victorian brick building constructed in 1860)[66] (Figure 66).

Figure 65: Former candle factory, 80 McKillop Street, 2019.

Figure 66: Former Bell & Sons Butcher Shop, 121 Kilgour Street, 2019.

The majority of the commercial buildings were built as single storey corner stores. Some have been converted into dwellings, such as the original former Lyons' Brothers' butcher shop at 182 Bellerine Street (built in c.1895-96)[67] and relocated from its original adjoining corner allotment; and the former fruit shop at 179 Yarra Street (built in 1902)[68] (Figure 67) These original stores are Late Victorian in design with corner parapeted corner wings. The former store and dwelling at 179 Yarra has experienced two storey additions.

Figure 67: Former corner store, 179 Yarra Street, 2019.

---

66   Ibid.
67   Ibid.
68   Geelong Town Council Rate Books, op.cit., 1901-02.

At key intersections in Kilgour Street, two early corner stores have been regenerated into thriving cafes. They are former grocery stores at 164 Kilgour Street and 197 Yarra Street (both built in c.1896)[69] (Figure 68).

Figure 68: Former grocery store (now café), 197 Yarra Street, 2019.

Some commercial buildings continue to serve as commercial entities. This includes the Late Victorian timber shop at 142 McKillop Street (built in 1891-92)[70], and the brick pair of shops at 303-305 Moorabool Street (built in 1901, the shop at 305 Moorabool Street having been converted into an architectural office)[71] (Figure 69). At 241 Yarra Street, the former timber grocery store (built between 1893 and 1896) is now a milkbar.[72] A later Lyons Brothers' butcher shop at 164 Bellerine Street (built in 1913) has until recently also continued to serve a commercial purpose (Figure 70).

<hr/>

69   Ibid., 1893 & 1896.
70   Butler, op.cit.
71   Geelong Town Council Rate Books, op.cit., 1899-1901.
72   Ibid., 1893 & 1896.

Figure 69: Shop & Office, 303-305 Moorabool Street, 2019.

Figure 70: Former Lyons' Bros. Shop (built 1913) (left) and relocated (and altered) earlier timber shop and dwelling (right), 182-184 Bellerine Street, 2019.

3.2.2   City South-East Heritage Area HO1644

The north-east portion of the study area is included in the City South-East Residential Heritage Area HO1644. The area is significant for its detached, Late Victorian, Edwardian/Federation and interwar Bungalow timber and brick dwellings, intact street patterns, garden settings and varying allotment sizes depending on the grandeur of the property and the width of the street.

Variations in the character of the area reflect the evolution in the town planning, land sales and building developments at different times and in different parts of HO1644. The eastern-most portion of the City South-East Heritage Area (in the study area) is characterised dwellings fronting Bourke Crescent, and parts of Fitzroy, Kilgour and Swanston Streets comprising the eastern extension of the Geelong town plan in 1854.

Of particular interest is Bourke Crescent which is mainly identified by intact single storey hipped roofed Late Victorian timber dwellings built between 1890 and 1898 (Figures 71-72). A projecting front gabled wing to the Late Victorian dwelling at 44 Bourke Crescent is a vestige of a butcher's shop built in c.1896.[73]   There are also some Edwardian/Federation styled dwellings mainly built between 1914 and 1918 (other Edwardian/Federation dwellings have frontages to Kilgour and Fitzroy Streets).[74] Interwar Bungalows comprise the balance of dwellings in Bourke Crescent. Some also front onto Fitzroy Street, and four front onto Walls Street (the latter being built in 1922 and replacing St. Matthew's Anglican Church which relocated to 226 McKillop Street)[75] (Figure 73). At the west end of Walls Street is also a parapeted, painted brick single storey pizza shop built as a dairy in 1948 (it became a shop in 1958).[76] It is situated at the rear of the interwar Bungalow at 37A Bourke Crescent and located on the Walls Street boundary.

Figure 71: Bourke Crescent, east side looking north-east, 2019.

---

73   Ibid.
74   Ibid., 1910-1915.
75   Rowe, 'About Corayo', op.cit. & Rowe, 'C Citations', op.cit.
76   Geelong City Council Rate Books, op.cit., 1948 & 1958.

Figure 72: Bourke Crescent, west side looking north from Walls Street, 2019.

Figure 73: Walls Street (from Hopetoun Park), showing interwar Bungalows & pizza shop (right), 2019.

A local landmark is the Queen Anne styled brick Elephant and Castle Hotel at 158 McKillop Street (corner Bourke Crescent) built in 1891-92 and extended in 1895[77] (Figure 74).

77   Butler, op.cit.

Figure 74: Elephant & Castle Hotel, 158 McKillop Street, 2019.

Opposite the hotel is Hopetoun Park which forms an important public landscape in this part of the heritage area (see earlier subsection for further details).

Grassed nature strips and Brush Box and Hackberry street trees largely defined the remainder of the landscaping in the public realm. There are bluestone kerbs and channels (and spoon drains in side lanes).

3.3   Other Heritage Character Areas

While the majority of the residential areas south of and to the north-east of the Geelong to Warrnambool Railway line outside existing heritage areas are largely characterised by Victorian, Edwardian/Federation and interwar styles, they have experienced change (to varying degrees) with the construction replacement dwellings and unit developments in the late 20th century. This includes the western ends of Foster, Balliang and Fyans Streets, for example.

Areas that especially reflect particular eras of development – and are largely intact to that era (or eras) of development include the following.

3.3.1   Heritage Character Areas: North Side of Railway Line

Those on the north side of the railway line are:

Heritage Character Area 1

This triangular area between Kilgour and Carr Streets and Baldock Lane takes in properties fronting the south side of Kilgour Street at 40-54 Kilgour Street, and includes properties at 1-5 Carr Street (Map 3).

Map 3: Heritage Character Area 1. Source of base map: Places Weave, City of Greater Geelong.

These properties form part of a larger triangular area between Moorabool, Carr and Kilgour Streets, it previously forming part of Kardinia Park until it was afterwards excised following the construction of the Geelong to Colac Railway line from 1874. The reservation as part of Kardinia Park was revoked and the area subdivided in 1881[78] (Figure 75).

---

78   Plan of Subdivision of Section 31B Geelong, County of Grant, 1881, plan G29/V1, Landata.
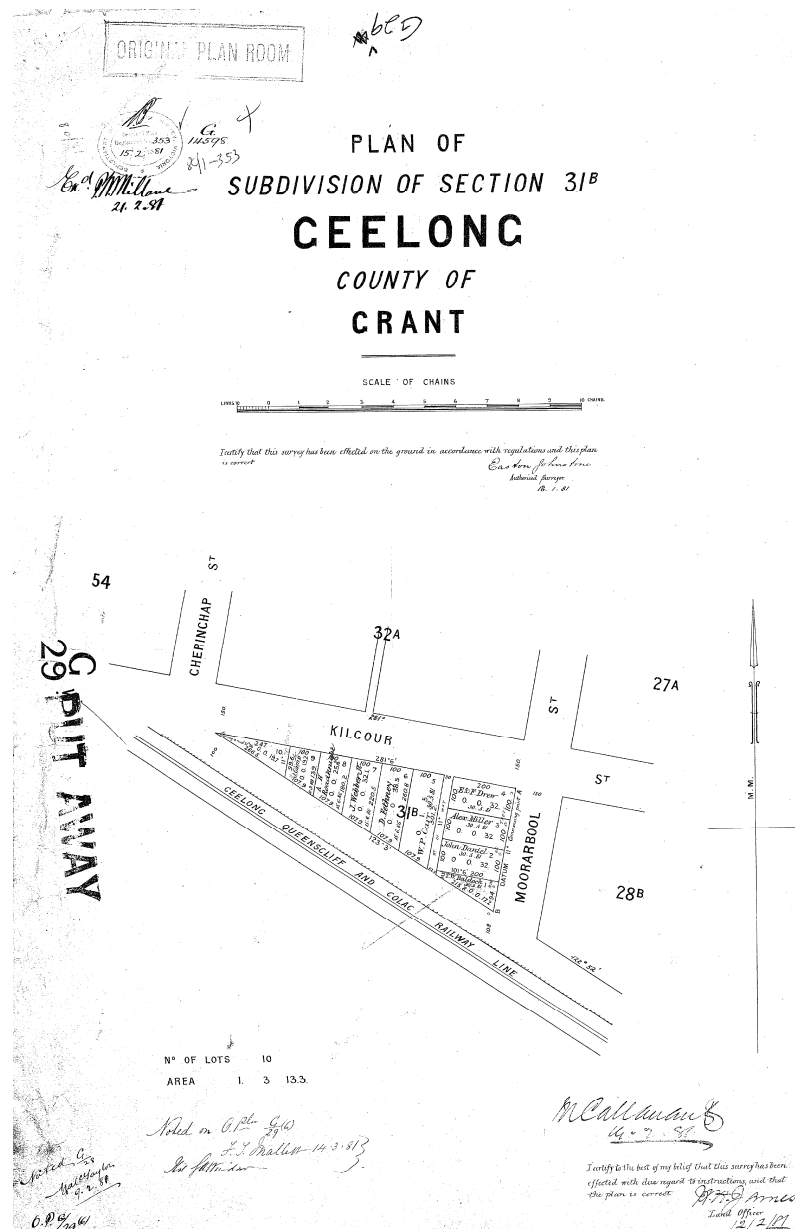
Figure 75: Plan of Subdivision of Section 31B Geelong, County of Grant, 1881, plan G29/V1.
Source: Landata.

The area is especially defined by lately intact, symmetrical, single storey, hipped roofed, timber Late Victorian styled dwellings with post-supported front verandahs had regular front setbacks. Exceptions include the Late Victorian gabled dwelling at 3 Carr Street, hipped and gabled interwar Bungalow at 48 Kilgour Street, and the postwar Bungalow at 5 Carr Street. Another postwar building atypical in design and function to the other properties is the former Ambulance station at 36 Kilgour Street. The dwellings that contribute to the heritage character of the area were built between 1889 and 1950 (the majority being built in the 1890s) (Figure 76):[79]

---

79   House construction dates taken from Geelong Town Council Rate Books, op.cit., & Geelong Waterworks & Sewerage Trust Plans of Drainage, City of Greater Geelong.

| ADDRESS	DATE	STYLE
1 Carr Street	1893	Late Victorian
3 Carr Street	1893	Late Victorian
5 Carr Street	1950	Postwar Bungalow
40 Kilgour Street	1889	Late Victorian
42 Kilgour Street	1889	Late Victorian
44 Kilgour Street	1896	Late Victorian
46 Kilgour Street	1896	Late Victorian
48 Kilgour Street	1936-37	Interwar Bungalow
50 Kilgour Street	1900	Late Victorian
52 Kilgour Street	1898	Late Victorian
54 Kilgour Street	1896	Late Victorian

Figure 76: Kilgour Street, south side (between Baldock Lane & Carr Street), 2019.

Garaging is largely located behind the dwellings with access to Carr Street.

Most of the front fencing and gates is timber picket. There is an early low brick fence at 48 Kilgour Street. The area has narrow, grassed nature strips and a small number of Willow Myrtle and Snow in Summer street trees. More notable is the row of English Elms of the south side of Carr Street. There are introduced concrete footpaths and concrete kerbs and channels.

Heritage Character Area 2
This area takes in the properties between 131 and 159 Swanston Street, 128-138 Fitzroy Street, both sides of Verner Street between Swanston and Fitzroy Streets (112-141 Verner Street) and the south side of Verner Street between Fitzroy and Forrest Streets (140-154 Verner Street) (Map 4).
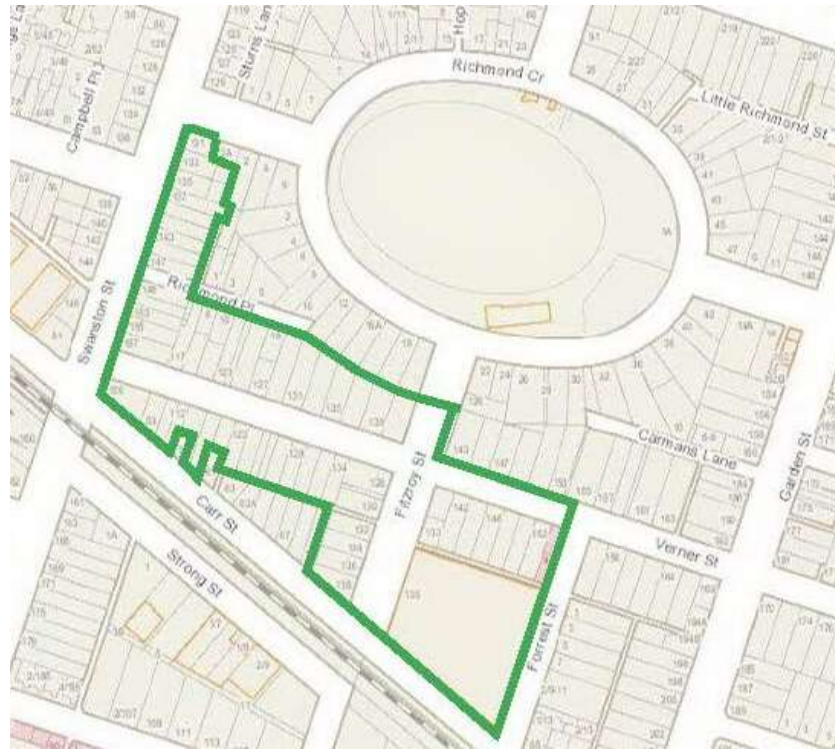
Map 4: Heritage Character Area 2. Source of base map: Places Weave, City of Greater Geelong.

The area flanks the south and western parts of Richmond Oval originally laid out in 1854 as the eastern extension of the Geelong Town plan. Further subdivision occurred in 1891 between Richmond and Verner Streets (extending as far east as Fitzroy Street)[80] (Figure 77) In 1913, 46 residential allotments between Verner and Carr Streets, and Fitzroy and Garden Streets were made available as the Garden Street Estate.[81] The heritage character of the area reflects of the evolution of residential development between the 1890s and 1930, as largely shown in an aerial image of 1927 (Figure 78). Swanston Street is especially intact for its row of single storey, hipped roofed, Late Victorian styled timber dwellings, together with some single storey gabled timber interwar Bungalows. It mostly reflects the earliest residential development in the area. Verner Street is dominated by similar modestly-scaled timber Bungalows (an exception being the brick interwar Bungalow at 128 Fitzroy Street which is identified by a heritage overlay), reflecting housing development after World War One and especially in the 1920s. Later dwellings are few in number, as are noticeable two storey additions.

---

80   Plan of Resurvey of Secn. 17B of portion Secn. 82, Town of Geelong County of Grant, 1891, plan G25/S1, Landata.

81   Garden Street Estate auction notice, 22 November 1913, GRS 2030/7/135, Geelong Heritage Centre.
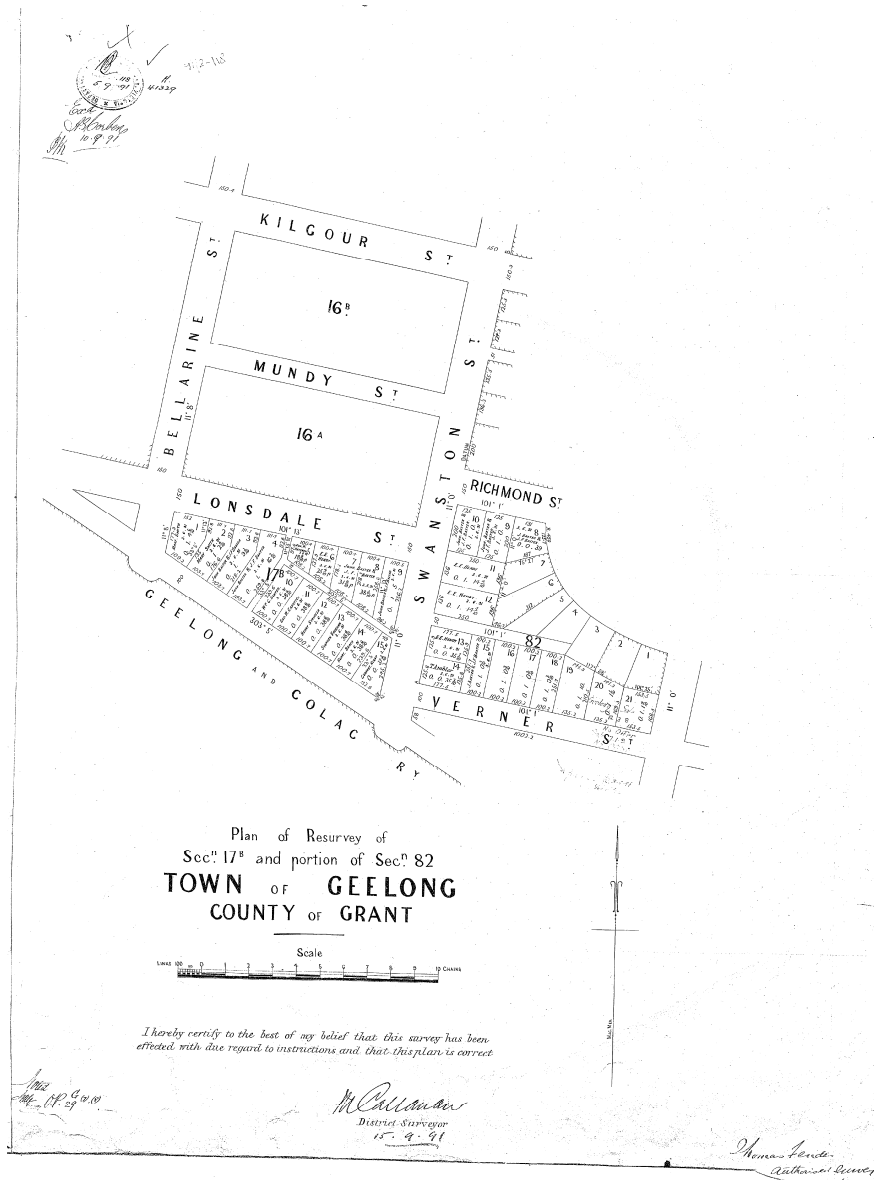
Figure 77: Plan of Resurvey of Secn. 17B of portion Secn. 82, Town of Geelong County of Grant, 1891, plan G25/S1. Source: Landata.
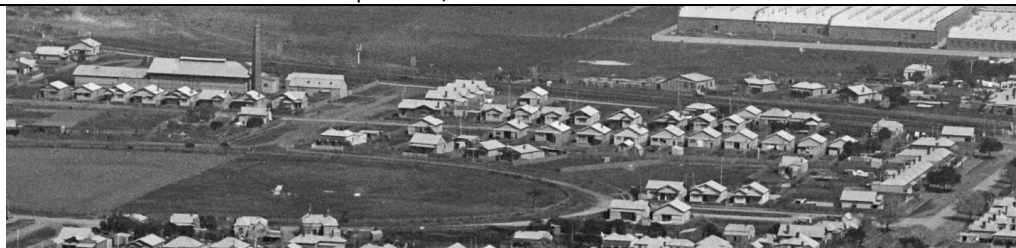

Figure 78: C. Pratt, aerial view showing Heritage Character Area 2, with Richmond Oval (Left), Glass factory (left), interwar Bungalows lining Fitzroy & Verner Streets (centre) and Late Victorian dwellings fronting Swanston Street (right), 7 October 1927.
Source: Accession H91.160/887, State Library of Victoria

The dwellings that contribute to the heritage character of the area include (Figures 79-83):[82]

ADDRESS	DATE	STYLE
128 Fitzroy Street	1927	Interwar Bungalow
130 Fitzroy Street	1930	Interwar Bungalow
132 Fitzroy Street	1927	Interwar Bungalow
134 Fitzroy Street	1927	Interwar Bungalow
136 Fitzroy Street	1927	Interwar Bungalow
138 Fitzroy Street	1927	Interwar Bungalow
131 Swanston Street	1924	Interwar Bungalow
133 Swanston Street	1929	Interwar Bungalow
135 Swanston Street	1929	Interwar Bungalow
137 Swanston Street	c.1896	Late Victorian
139 Swanston Street	c.1896	Late Victorian
141 Swanston Street	c.1896	Late Victorian
143 Swanston Street	c.1896	Late Victorian
145 Swanston Street	c.1893	Late Victorian
147 Swanston Street	c.1896	Late Victorian
149 Swanston Street	c.1896	Late Victorian
151 Swanston Street	c.1896	Late Victorian
153 Swanston Street	c.1896	Late Victorian
157 Swanston Street	c.1896	Late Victorian
159 Swanston Street	1927	Interwar Bungalow
117 Verner Street	1927	Interwar Bungalow
119 Verner Street	1927	Interwar Bungalow
121 Verner Street	1926	Interwar Bungalow
122 Verner Street	1927	Interwar Bungalow
123 Verner Street	1926	Interwar Bungalow
124 Verner Street	1927	Interwar Bungalow (two storey additions)
126 Verner Street	1927	Interwar Bungalow
127 Verner Street	1926	Interwar Bungalow
128 Verner Street	1927	Interwar Bungalow
129 Verner Street	1926	Interwar Bungalow
130 Verner Street	1927	Interwar Bungalow
131 Verner Street	1926-27	Interwar Bungalow
132 Verner Street	1927	Interwar Bungalow
133 Verner Street	1927	Interwar Bungalow
134 Verner Street	1927	Interwar Bungalow
135 Verner Street	1926	Interwar Bungalow
137 Verner Street	1928	Interwar Bungalow
139 Verner Street	1926	Interwar Bungalow
141 Verner Street	1929	Interwar Bungalow (two storey additions)
142 Verner Street	1927	Interwar Bungalow
144 Verner Street	1927	Interwar Bungalow
146 Verner Street	1927	Interwar Bungalow
148 Verner Street	1927	Interwar Bungalow
150 Verner Street	1928	Interwar Bungalow

82   House construction dates taken from Geelong Town Council Rate Books, op.cit., & Geelong Waterworks & Sewerage Trust Plans of Drainage, City of Greater Geelong.

ADDRESS	DATE	STYLE
152 Verner Street	1929	Interwar Bungalow
154 Verner Street	1928	Interwar Bungalow

Figure 79: Fitzroy Street, west side between Carr & Verner Streets, looking north-west, 2019.

Figure 80: Swanston Street, east side (between Richmond & Carr Streets), 2019.

Figure 81: Row of Victorian dwellings on east side of Swanston Street
(between Richmond & Verner Streets), 2019.

Figure 82: Verner Street looking south-west from Fitzroy Street, 2019

Figure 83: Verner Street, south side from Fitzroy Street, looking west, 2019.

Most of the garaging is located behind the dwellings, with vehicular access either from rear and side lanes (as in the majority of properties in Swanston Street), with a lesser number of front access from side driveways and cross overs.

There are a range of fence types, the majority being variations of timber pickets and timber post and woven wire.

There are narrow grassed nature strips and Swanston and Verner Streets are now principally characterised by Prickly Leafed Paperbark street trees possibly planted after 1940 (the aerial image of 1927 showed a lack of street tree planting in Verner Street and some exotic trees in Swanston Street, possibly English Oaks).

A landmark adjoining this area is the former Big Shed, 135 Fitzroy Street (Figure 84). The original elevated gabled and elliptical-arched building at the north end of the site is the former United Glassworks factory erected in 1920.[83] The remainder of the corrugated iron buildings that take up the balance of the large site are the former Dennys Lascelles woolstores erected between 1927 and 1952.[84]

---

83   Rowe, 'About Corayo', op.cit., theme 5.
84   Ibid.

Figure 84: Former Glass Factory, 135 Fitzroy Street (Forest Street frontage), 2019.

3.3.2 Heritage Character Areas: North Side of Railway Line
The heritage character areas on the south side of the railway line are:

Heritage Character Area 3
This small area takes in single storey, Late Victorian and Edwardian/Federation timber dwellings on the north side of Foster Street (between Yarra and Bellerine Streets), together with a row of single storey Late Victorian and Edwardian/Federation timber dwellings in Bellerine Street (between Verner and Foster Streets) (Map 5). A few original houses have been replaced with new single storey dwellings that mostly complement the character of the area. There is consistency in front setbacks and very narrow side setbacks.

Map 5: Heritage Character Area 3. Source of base map: Places Weave, City of Greater Geelong.

The dwellings are a physical legacy of the subdivision of 40 rectangular allotments bound by Verner, Foster, Bellerine and Yarra Streets in 1886[85] (Figure 85). There are side lanes connecting Verner and Foster Streets (and giving rear access to properties fronting Yarra and Bellerine Streets), and a lane that provides rear access for properties fronting Verner and Foster Streets.
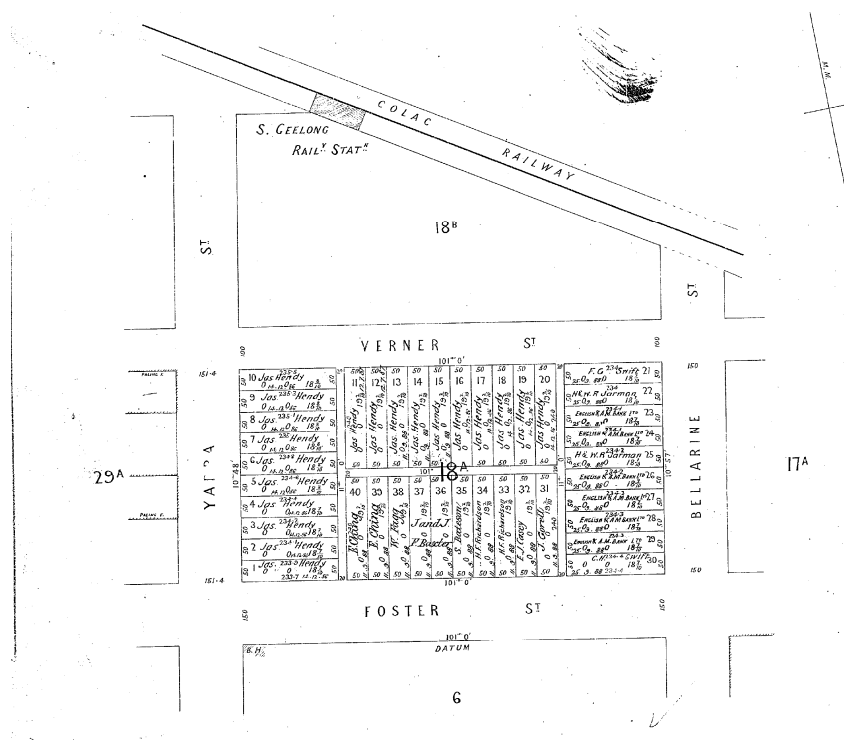

Figure 85: Subdivision of Section 18A, Town of Geelong, 1886, plan G25/P1. Source: Landata.

85   Subdivision of Section 18A, Town of Geelong, 1886, plan G25/P1, Landata.

The dwellings that contribute to the heritage character of the area are (Figures 86-87):[86]

ADDRESS	DATE	STYLE
248 Bellerine Street	1907	Late Victorian
250 Bellerine Street	1906	Late Victorian
252 Bellerine Street	1913	Edwardian/Federation
256 Bellerine Street	1907	Late Victorian
262 Bellerine Street	1901	Late Victorian
264 Bellerine Street	1916	Edwardian/Federation
25 Foster Street	1897	Late Victorian
27 Foster Street	1897	Late Victorian
35 Foster Street	1896	Late Victorian
37 Foster Street	1904	Late Victorian
39 Foster Street	1913	Edwardian/Federation
41 Foster Street	1914	Edwardian/Federation
43 Foster Street	c.1896	Late Victorian (two storey additions)

Figure 86: Foster Street, north side from Bellerine Street (looking north-west), 2019.

---

86   House construction dates taken from Geelong Town Council Rate Books, op.cit., & Geelong Waterworks & Sewerage Trust Plans of Drainage, City of Greater Geelong.

Figure 87: Bellerine Street, west side between Foster & Verner Streets (looking south-west), 2019.

Front fencing is mainly timber picket and version of woven and other wire, generally 1200 mm-1300 mm high, although there are some higher and solid introduced fences along some of the Bellerine Street frontages.

All garaging is situated at the rear of the properties, with access from the rear and side lanes. These lanes have early bluestone spoon drains and asphalt finishes. On the streets are concrete footpaths and concrete kerbs and channels. There are generous grassed nature strips with Brush Box and White Cedar street trees in Foster Street and Prickly Leafed Paperbarks in Bellerine Street.

Heritage Character Area 4

Heritage Character Area 4 takes in dwelling allotments on both sides of Balliang Street and the north side of Foster Street (between Bellerine and Swanston Streets), allotments on the west side of Bellerine Street between the railway line and Fyans Street, and properties on the east side of Swanston Street between Strong and Fyans Streets (Map 6).

Map 6: Heritage Character Area 4. Source of base map: Places Weave, City of Greater Geelong.

The area was subdivided for multiple housing development at four key periods. The first was in 1872 when eight allotments were created between Balliang and Fyans Streets, immediately east of the Comunn na Feinne Society's grounds[87] (Figure 88). The second was in 1875 when Section 5B (the land bound by Foster and Balliang Streets, and Bellarine and Swanston Streets) was surveyed into 20 housing lots[88] (Figure 89). In 1883, 21 allotments were created on the east side of Swanston Street (between Strong and Fyans Streets)[89] (Figure 90). The fourth key subdivision was in 1913 when the Comunn na Feinne reserve was subdivided into 18 residential sites with frontages to Bellerine, Balliang and Fyans Streets[90] (Figure 91).

---

87   Geelong – Plan of Part of Section 5A, 1872, plan G25/A1, Landata.
88   South Geelong, Plan of Allotments, Section 5B, 1875, plan G29/M1, Landata.
89   Plan of 47 Allotments, Sections 5c & 5D, 1883, plan G25/J1, Landata.
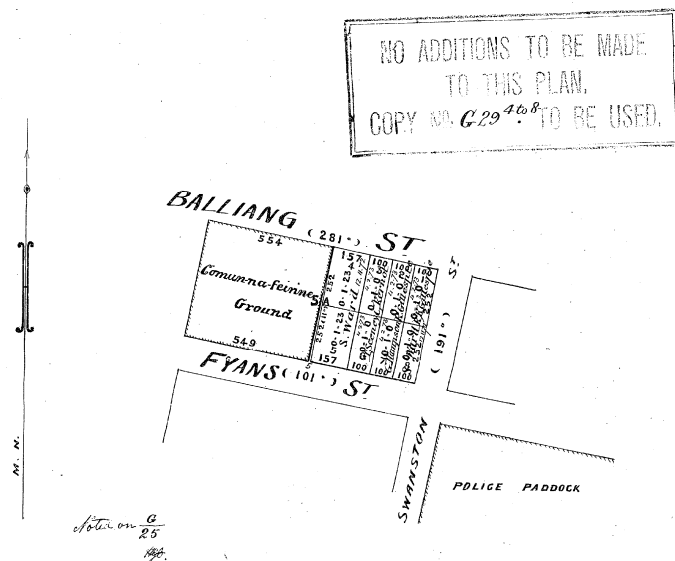90   Comunn na Feinne Estate auction notice, 29 March 1913, GRS C73/01, Geelong Heritage Centre.

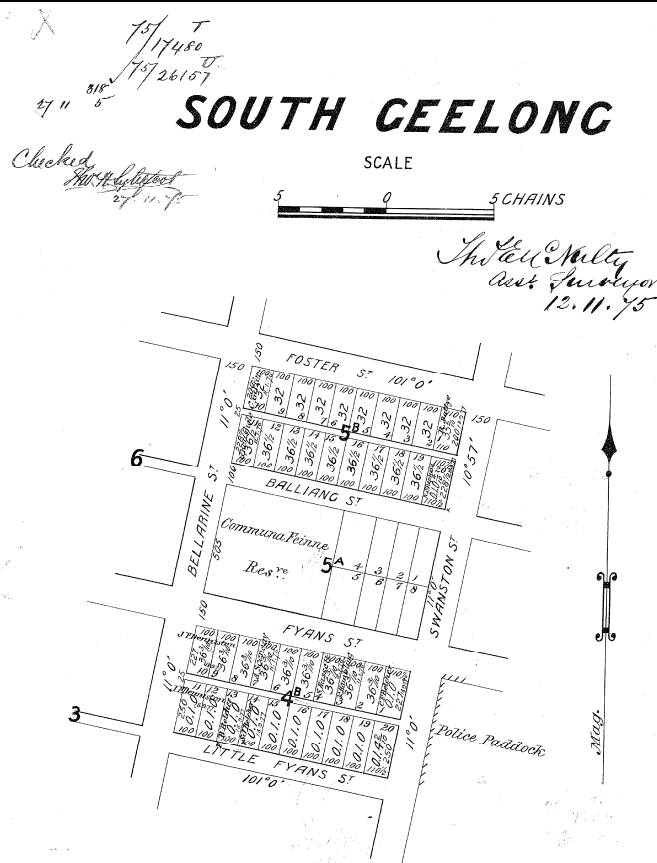**Figure 88:** Geelong – Plan of Part of Section 5A, 1872, plan G25/A1. Source: Landata.

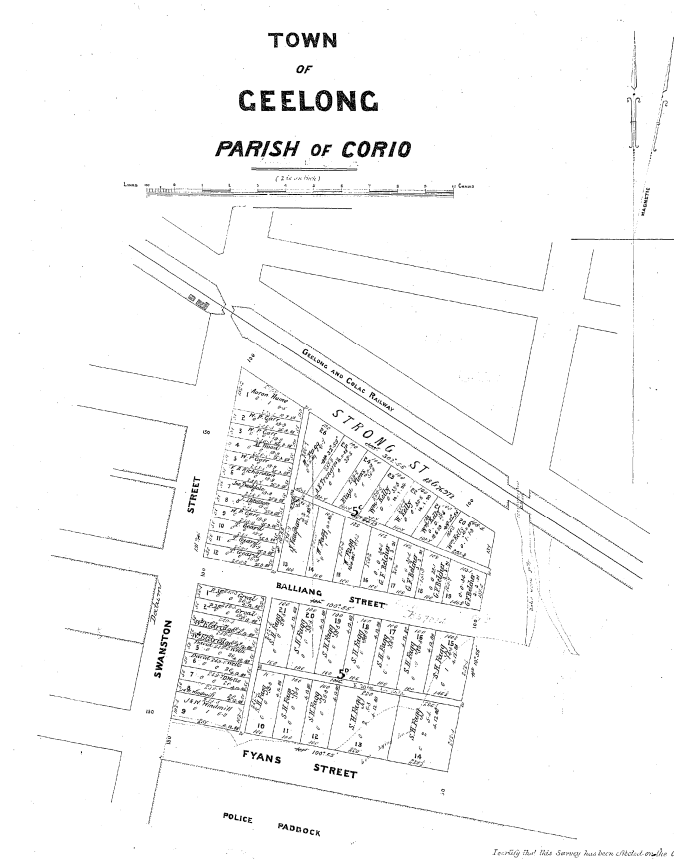**Figure 89:** South Geelong, Plan of Allotments, Section 5B, 1875, plan G29/M1. Source: Landata.

Figure 90: Plan of 47 Allotments, Sections 5c & 5D, 1883, plan G25/J1. Source: Landata.

Figure 91: Comunn na Feinne Estate auction notice, 29 March 1913.
Source: GRS C73/01, Geelong Heritage Centre.

Especially characterising the area are the single storey, hipped and/or gabled, timber, Late Victorian, Edwardian/Federation and interwar Bungalows featuring front and/or side verandahs, and detailing reflective of their architectural styles. At least three dwellings are Victorian in style, being those at 273 Bellerine Street (gable roofed) and 76 and 83 Balliang Streets (hipped roofed). They may have been constructed in the mid 19th century and relocated to their existing sites later in the 19th century. Most have similar front setbacks, are detached and have similar narrow side setbacks. The dwellings fronting the west side of Swanston Street provide for a homogenous streetscape, mainly of Late Victorian dwellings. Similarly, there is a particular uniformity in scale, construction and forms in Foster Street, although more diversity in style.

Balliang Street is largely reflective of the evolution in subdivisions for the area, with an intact row of Late Victorian dwellings on the north side (east end), the interwar Bungalow on the south side towards the west, and the interwar Bungalows fronting Bellerine Street (between Balliang and Fyans Streets) being a legacy of housing development following the subdivision of the Comunn na Feinne reserve.

The Edwardian dwelling at 162 Swanston Street, between Foster Street and the railway line, also contributes to the character of the area and its isolated location on the former railway reserve reflects its original purpose as the residence of the gate keeper that controlled the opening and closing of the gates at the Swanston Street crossing in the early 20th century.

While some early dwellings have been replaced with new houses (in Balliang Street, for example), the overall character of Late Victorian, Edwardian/Federation and interwar Bungalow housing styles remains.

The dwellings that contribute to the heritage character of the area are (Figures 92-95):[91]

ADDRESS	DATE	STYLE
61 Balliang Street	1929	Interwar Bungalow
63 Balliang Street	1927	Interwar Bungalow
64 Balliang Street	1923	Interwar Bungalow
65 Balliang Street	c.1893	Late Victorian
67 Balliang Street	1889	Late Victorian
68 Balliang Street	1931	Interwar Bungalow
69 Balliang Street	1911	Edwardian/Federation
70 Balliang Street	1931	Interwar Bungalow
72 Balliang Street	1931	Interwar Bungalow
73 Balliang Street	1913	Edwardian/Federation
74 Balliang Street	1931	Interwar Bungalow
75 Balliang Street	c.1896	Late Victorian
76 Balliang Street	1875 (possibly earlier & relocated to site)	Victorian
77 Balliang Street	c.1896	Late Victorian
78 Balliang Street	1939	Late Interwar Bungalow
79 Balliang Street	1891	Late Victorian
80 Balliang Street	1917	Edwardian/Federation
81 Balliang Street	1891	Late Victorian
83 Balliang Street	1886 (possibly earlier & relocated to site)	Victorian
84 Balliang Street	c.1896	Late Victorian
85 Balliang Street	1927	Interwar Bungalow
273 Bellerine Street	1881 (possibly	Victorian

---

91   House construction dates taken from Geelong Town Council Rate Books, op.cit., & Geelong Waterworks & Sewerage Trust Plans of Drainage, City of Greater Geelong.

ADDRESS	DATE	STYLE
	earlier & relocated to site)	
275 Bellerine Street	1882	Victorian
289 Bellerine Street	1924	Interwar Bungalow with shop
291 Bellerine Street	1926	Interwar Bungalow
293 Bellerine Street	1927	Interwar Bungalow
295 Bellerine Street	1921	Interwar Bungalow
297 Bellerine Street	1925	Interwar Bungalow
299 Bellerine Street	1919	Early Interwar Bungalow
301 Bellerine Street	1925	Interwar Bungalow
66 Foster Street	1899-1900	Late Victorian
68 Foster Street	1904	Late Victorian
70 Foster Street	1910	Edwardian
72 Foster Street	1899	Late Victorian [possibly altered roof]
72a Foster Street	1913	Edwardian/Federation
76 Foster Street	1923	Interwar Bungalow
78 Foster Street	1925	Interwar Bungalow
80 Foster Street	1923	Interwar Bungalow
82 Foster Street	1905	Late Victorian
84 Foster Street	1923-24	Interwar Bungalow
86 Foster Street	1899-1900	Late Victorian
88 Foster Street	1899-1900	Late Victorian
92 Foster Street	1936	Late Interwar Bungalow
162 Swanston Street	1914	Edwardian/Federation
163 Swanston Street	1889	Late Victorian
164 Swanston Street	1938	Interwar Bungalow
165 Swanston Street	1901	Late Victorian
167 Swanston Street	c.1896	Late Victorian
169 Swanston Street	1902	Late Victorian
170 Swanston Street	1880	Victorian
171 Swanston Street	1903	Late Victorian
173 Swanston Street	1892	Late Victorian
174 Swanston Street	1878	Victorian
175 Swanston Street	c.1896	Late Victorian
177 Swanston Street	c.1896	Late Victorian
178 Swanston Street	1903	Late Victorian
181 Swanston Street	c.1896	Late Victorian
184 Swanston Street	1885	Victorian
187 Swanston Street	1914	Edwardian/Federation
189 Swanston Street	1914	Late Victorian
190 Swanston Street	1925	Interwar Bungalow
193 Swanston Street	1925	Interwar Bungalow
195 Swanston Street	c.1893	Late Victorian
199 Swanston Street	1914	Edwardian/Federation
201 Swanston Street	1927	Interwar Bungalow
203 Swanston Street	1927	Interwar Bungalow
205 Swanston Street	1927	Interwar Bungalow

Figure 92: Balliang Street, north side, from Swanston Street, 2019.

Figure 93: Balliang Street, south side (central part of street), 2019.

Figure 94: Foster Street, south side, from Bellerine Street, 2019.

Figure 95: Swanston Street, east side from Foster Street (looking south-east), 2019.

While there are a number of different front fence types in the area, the majority are visually permeable, versions of timber pickets or wire, and around 1200-1500 mm in height.

Garaging is primarily located at the rear of the properties, access from rear and side lanes. An exception includes the properties on the south side of Balliang Street (east end), where there is no rear lane. Side driveways provide vehicular access to rear garaging.

Concrete kerb and channel prevail as the primary engineering infrastructure although the lane separating the properties fronting Foster and Balliang Streets has an early bluestone spoon drain (Figure 43).

A key landscape feature of the area is Foster Reserve (Figure 96) which includes the George Trickey playground (Figure 97), located on the north side of Foster Street (between Bellerine Street and the former gate keeper's cottage at 162 Swanston Street) (see other subsections for further details). There are grassed nature strips to each street. Street trees also prevail throughout the area. The south side of Foster Street is mainly lined with White Cedars, while Prickly Leafed Paperbarks are the principal street trees for other parts of the area. On the west side of Swanston Street are two mature English Oak trees in addition to the Prickly Leafed Paperbarks (Figure 98). These Oak trees appear to be a legacy of earlier street tree planting.

Figure 96: Foster Reserve from Bellerine Street looking east, 2019.

Figure 97: George Trickey Playground, Foster Street, 2019.

Figure 98: Mature English Oak street tree, Swanston Street (between Strong & Balliang Streets), 2019.

3.4 Public Landscapes

3.4.1 Kardinia Park

The most substantial public park in the South Geelong area was Kardinia Park, bound by Latrobe Terrace, Park Crescent, and Moorabool and Kilgour Streets. In 1851, the low lying area was made available as the cricket ground of the Corio Cricket Club. Comprising 21 acres, the site was reserved 'for the purpose of cricket and mainly recreation' in 1852.[92] The reserve was named Kardinia Park in 1872 when curved walks and numerous road drives had been laid out, rows of 2000 trees planted, artificial reservoirs and islands construction from the natural creeks and chasms and a new cricket ground laid out on the western side.[93] In 1902, part of Kardinia Park underwent another transformation with the formation of a zoological garden near the north-east portion the reserve. Two large ponds were fenced in and 'a good collection of animals, birds, etc., to tenant the reserves' had been procured, including an emu and several wombats. The zoo closed after World War One in the 1920s.[94] In 1920, a new sports ground was established on the east side of Kardinia Park (Figure 99). It played hosted to football matches. A cycling track was also installed at this time. In 1941, the new sports ground became the permanent home of the Geelong Football Club.[95] Remnants of the early vegetation in Kardinia Park from the 19th century include the Morton Bay Fig, English Oaks, English Elms, Monterey Pines and a Canary Island Date Palm at the north end (Figure 100), and the English Elms, Monterey Pines, Canary Island Date Palms and a Monterey Cypress in the southern section[96] (Figure 101). Today, Kardinia Park is dominated by a football stadium with light towers on the east side (Figure 103). It is now a major landmark in the southern central part of Geelong. The park also includes a

---

92   See Rowe, op.cit., theme 9.
93   Ibid.
94   Ibid.
95   Ibid.
96   Information on tree species taken from 'Trees – City of Greater Geelong', Australian Government Data online November 2019 at https://data.gov.au/dataset/ds-dga-13b1196c-7fb7-436a-86bc-ab24c16526de/details

---

second sports oval to the west (Figure 102), netball courts and facilities towards the north, swimming pool complex and senior citizen's clubrooms to the south.

Figure 99: C. Pratt, aerial view looking west showing Kardinia Park (also note houses, streets and street trees in Moorabool, Foster, Verner and Yarra Streets, 1937. Source: Accession H91.160/814.

Figure 100: Entrance to Kardinia Park with Morton Bay Fig tree in the foreground, 2019.

Figure 101: Canary Island Palm and Monterey Cypress trees in the south-east corner of Kardinia Park, 2019.

Figure 102: Western oval, Kardinia Park, looking south-west, 2019.

Figure 103: Stadium, Kardinia Park, looking south-west from Moorabool Street, 2019.

3.4.2 Richmond Park

Laid out as part of the eastern extension to the Geelong town plan in 1854, football matches were earliest played on the reserve then known as Richmond Crescent in 1878 when the Clarendon team played Railway.[97] In 1879, the reserve became the home of the East Geelong Football Club (later East Geelong Football and Netball Club), the first home match being played against Chilwell on 23 August 1879.[98] In the following summer season, cricket matches were also played at the reserve, the first being between Breakwater and Factories (second eleven) in March 1879.[99] While football and cricket continued to be played each year for the remainder of the 19th century, the reserve remained a 'desolate open space.'[100]

Impetus for change came in 1912 with the reserve – then called Richmond Place or Richmond Park – was temporarily reserved as a site for public gardens and recreation.[101] The Geelong Council began an improvement scheme including the construction of a perimeter fence and 'a double row of trees right around the crescent.'[102] A concrete wicket was laid down in the reserve in 1920 (Figure 104). In 1928, the Geelong City Cricket Club was formed following the revival of the Geelong Turf Cricket Association in that year. The Association initially allotted Corio Oval at Eastern Park its home ground, the club later transferring to Richmond Crescent as its home base.[103] Today, Richmond Oval is an open grassed football and cricket ground (Figure 105).

---

97   Rowe, op.cit.
98   Ibid.
99   Ibid.
100   Ibid.
101   Ibid.
102   *Geelong Advertiser*, 29 May 1912, p.2, 19 June 1912, p.3.
103   Ibid.

Figure 104: C. Pratt, aerial view of Geelong looking north to Corio Bay, c.1930-40. Richmond Park is in the foreground. Also note the recently laid out median strips in Garden Street (bottom right). Source: Accession H91.160/843, State Library of Victoria.

Figure 105: Richmond Oval, looking east, 2019.

3.4.3   Hopetoun Park, McKillop, Fitzroy & Walls Streets & Bourke Crescent

Hopetoun Park (Figure 106) on Bourke Crescent to the south of McKillop Street appears to have largely remained unimproved throughout much of the 19th century. In 1890, old palings which had first served as tree guards in Eastern Park were used to construct a perimeter fence at Hopetoun Park, the ground was dug up and pepper, elm and pine

trees planted.[104] It might have been following the Federation of the Australian Colonies when the reserve was named Hopetoun Park, after Australia's first Governor-General appointed at this time, John Adrian Louis Hope, 7th Earl of Hopetoun.[105] Eight years elapsed before of the reserve was formally set aside a 'site for an ornamental plantation' in 1909.[106] While trees had been planted in the reserve, it was the scene of junior competition cricket matches. In April 1909, St. Mary's School played Chilwell State School there.[107] These games had come to an end by 1917 when the ground was ploughed and new grass and trees planted, and flower beds laid out, transforming the reserve into a children's playground.[108] The next major change was the construction of the Baby Health Centre in the north-east corner of the park in 1930.[109]

Figure 106: Hopetoun Park looking south from McKillop Street, 2019.
The Baby Health Centre building is on the right.

3.4.4   South Geelong Railway Station Landscaping

In the early years since the site of the railway reserve at South Geelong was selected in 1882, the setting of the railway station, station master's residence (which fronted Yarra Street), goods shed and siding was largely barren. In 1910, the Victorian Railways Department established a garden nursery at Kensington, Melbourne.[110] About 70,000 ornamental and shade trees were offered to suburban and country stations for improving their appearance.[111] Several Canary Island Date Pam trees were planted near the Yarra Street boundary. Today, three survive which appear to be a legacy of the initiative by the Railways Department. They continue to be a landscape feature at the Yarra Street entrance to the station reserve today (Figure 107).

---

104   Ibid.
105   Ibid.
106   Ibid.
107   Ibid.
108   Ibid.
109   Ibid.
110   Ibid., theme 3.
111   Ibid.

Figure 107: Canary Island Date Palm trees, South Geelong Railway Station, 2019.

No longer existing is the stationmaster's flower garden. The yard now the car park boasted a flower garden of chrysanthemums and dahlias in the early 20th century (Figure 108), the stationmaster (A. Newman) and railway worker (J. Branagh) being awarded first price in 1930 and again in 1935 for the South-West District section for the best maintained railway station garden.[112]

Figure 108: A. Newman(stationmaster) and J. Branagh (railway worker) amongst the chrysanthemums and dahlias in the South Geelong Railway Station garden (now car park), 1930.
Source: *Weekly Times*, 13 June 1931, p.34

3.4.5   Boer War Memorial Reserve

At the intersection of Kilgour Street and Latrobe Terrace is a triangular piece of ground. A smaller portion of the reserve was established before 1926 with the deviation of Kilgour Street to connect with Noble Street on the opposite side of Latrobe Terrace. The reserve was extended in 1980.[113] In the late 20th century, the obelisk Boer War memorial

---

112   Ibid.
113   *Victoria Government Gazette*, 1 July 1990, p.2279.

erected near the entrance gates to Kardinia Park on the south side of Kilgour Street in December 1902[114] (Figure 109), was relocated to the memorial reserve. Today, the memorial is surrounded by River Red Gum, Peppermint Gum and Lemon Scented Gum trees[115] (Figure 110).

Figure 109: Boer War Memorial at the entrance to Kardinia Park, c.1930.
Source: T.T. Holmes collection, Authentic Heritage Services.

Figure 110: Boer War Memorial & Reserve, corner Kilgour Street & Latrobe Terrace,
looking north from Kardinia Park, 2019.

3.4.6   **Foster Reserve & George Trickey Playground** (Figures 96-97)

In 1974, a rectangular portion of land on the north side of Foster Street (between Bellerine and Swanston Streets) was reserved as a children's playground.[116] It was once part of a largely railway reserve that was occupied temporarily by the East Geelong

---

114   Rowe, op.cit., theme 8.
115   'Trees – City of Greater Geelong', op.cit.
116   *Victoria Government Gazette*, 23 October 1974, p.3771.

Football Club at some stage in the 20th century[117] (its principal ground being Richmond Oval). In 1976, a smaller portion of the reserve was established as a playground and named in honour of George Trickey, Life Member of the Geelong Lions Club.[118]

3.4.7　Faggs Place Park

Situated in the former grounds of the Geelong Technical School (later Moorabool Street campus of the Gordon Technical College), Faggs Place was created as part of the residential redevelopment of the former College site.

3.5　Other Landmarks Outside Heritage Areas & Defined Heritage Character Areas

Throughout the study area are a number of other significant local heritage landmarks that contribute to the heritage character and cultural significance of South Geelong. They include:

Austin Homes, 215-221 Yarra Street

Built between 1886 and 1889 following the philanthropy of Mrs Elizabeth Austin,[119] the two pairs of semi-detached cottages fronting Carr and Lonsdale Streets, and especially Austin Hall, a two storey building with clock tower, form a key landmark near the South Geelong Railway Station (Figure 111).

Figure 111: Austin Homes, 215-221 Yarra Street, 2019.

South Geelong Primary School, 200 Yarra Street

The South Geelong Primary School was opened in 1879 as State School No. 2143.[120] The one and two storey brick Gothic and Elizabethan-inspired building (Figure 112) is situated on a contextually substantial site at the south-west corner of Yarra and Kilgour Streets.

117　See Plan of the Town of Geelong (part), n.d., plan G29/8/3, Landata.
118　Geelong Lions Club, https://geelong.vic.lions.org.au/aboutus
119　Rowe, op.cit.
120　Ibid.

Figure 112: South Geelong Primary School, north elevation, 200 Yarra Street, 2019.

Former South Geelong Uniting Church Complex, 449-471 Moorabool Street[121]
This large corner site has recently become a car yard and dealership. Two historic landmarks survive: an Early Victorian Gothic rendered brick chapel facing Balliang Street (built in 1854) (Figure 114) and a Victorian Early English Gothic styled bluestone church building with limestone dressings (Figure 113). The former church building features a reconstructed landmark tower.

Figure 113: Former South Geelong Uniting Church (now a car dealership),
449-471 Moorabool Street, 2019.

---

121   Butler, op.cit.

Figure 114: Former South Geelong Methodist Chapel, Balliang Street
(449-471 Moorabool Street), 2019.

Former Temperance Hall/Barrabool Shire Offices

While subsumed by additions and overpainting, this brick Victorian former Sons of Temperance Hall at 441 Moorabool Street continues to express its original design in the decorative gabled pediment, reflecting a Classical temple form. It was built in 1883-84[122] (Figure 115).

Figure 115: Moorabool Street, looking north-east at Balliang Street intersection with the former Temperance Hall on the right, 2019.

---

122   Ibid.

Former Jewish Synagogue, 74-78 Yarra Street

Situated on a key intersection of McKillop and Yarra Streets, the idiosyncratic Victorian Italianate styled former Jewish Synagogue at 74-78 Yarra Street was built in 1861[123] (Figure 116).

Figure 116: Former Jewish Synagogue, 74-78 Yarra Street, 2019.

George and Dragon Hotel, 310 Moorabool Street

At 310 Moorabool Street (north-west corner of Moorabool and Maud Streets) is the former George and Dragon Hotel (Figure 117). It is an early hotel in this location in Geelong, the Victorian bluestone building having been erected in 1855.[124]

Figure 117: George & Dragon Hotel, 310 Moorabool Street, 2019.

---

123   Rowe, op.cit.
124   'George & Dragon Hotel', Victorian Heritage Register H1163, Victorian Heritage Database online at https://vhd.heritagecouncil.vic.gov.au/places/4822

Former Geelong Grammar, 55 Maud Street, Geelong

In August 1856, the Geelong Grammar School decided to construct a commodious, purpose-built school on land on the south side of McKillop Street (bound by Moorabool and Maud Streets).[125] The Gothic-inspired bluestone school complex was opened in 1858[126] and featured a tower at the Moorabool Street entrance. Today, the gabled principal's wing survives with a frontage to Maud Street (Figure 118).

Figure 118: Former Geelong Grammar School, 55 Maud Street, 2019.

Former Gordon Junior Technical School, 312 Moorabool Street

By 1925, a site had been selected in Moorabool Street (the western block between Maud and McKillop Streets) for the construction of a purpose-built junior technical school. Drawings were prepared by Edwin Evan Smith, Chief Architect of the Public Works Department. Built by James Brockie and Sons of East Malvern at a cost of £18,498, the foundation stone was laid on 19 March 1926 by the Minister of Public Instruction, Sir Alexander Peacock.[127] The first classes were held in the new building in the same year. The new building was officially opened by the incoming Minister for Public Instruction, John Lemmon on 22 July 1927.[128] In recent years, the interwar Georgian Revival styled building (Figure 119) has been converted into the Stuart Devlin apartments, with a multi-dwelling development in the rear portion of the site.

---

125   W. Bate, *Light Blue Down Under: The History of Geelong Grammar School*, Oxford University Press, 1990, Melbourne, p.1, 7.
126   *The Age*, 26 June 1858.
127   *Geelong Advertiser*, 20 March 1926, p.1.
128   *Ibid*., 23 July 1927, p.7.

Figure 119: Former Gordon Junior Technical School, 312 Moorabool Street, 2019.

Palais Dance Hall, 299 Moorabool Street

This contextual substantial interwar building opened in 1926,[129] the main facade being an eclectic Spanish Mission and Art Deco design (Figure 120), the roof principals for the large dance hall originating from the former Joy Ark picture theatre that had been situated on the Eastern Beach foreshore.

Figure 120: Geelong Palais Dance Hall, 299 Moorabool Street, 2019.

---

129   *Geelong Advertiser*, 28 May 1926, p.5.

4.0   Recommendations

The basis of the following recommendations is the heritage significance of those parts of the study area included as heritage areas, and the heritage character areas defined in this report.

4.1   General Recommendations

1. Retain and enhance the heritage significance and heritage character of the heritage areas and heritage character areas identified in this report.
2. Consider further assessments of the heritage character areas identified in this report for inclusion as heritage overlays in the Greater Geelong Planning Scheme.
3. Consider further assessments of some individual properties outside existing heritage areas and identified heritage character areas for heritage overlays given their potential historical and/or architectural significance. They include (but may not be limited to) 278 Bellerine Street and 280-282 Balliang Street.
4. Encourage continued and new compatible commercial uses of heritage shops and stores that enhance their heritage character and provide opportunities for community hubs and interaction. Successful examples in the study area include (but are not limited to) at 197 Yarra Street and 164 Kilgour Street (Figure 121).

Figure 121: Café, 164 Kilgour Street, 2019.

4.2   Urban Layout, Views & Infrastructure

1. Maintain the original layout of principal streets given that they continue to reflect the original Geelong Town Plan of 1838, and the eastern extension of 1854.
2. Retain uninterrupted views along the key north-south axes of Swanston, Yarra and Moorabool Streets.
3. Consider the relocation of the public amenities block at Richmond Crescent (Figure 122) to reinstate the view to Richmond Oval from the north along Fitzroy Street.

Figure 122: Fitzroy Street (from Kilgour Street intersection) looking south to Richmond Oval, and the toilet block, 2019.

4. Evaluate traffic flows, parking, safety and amenity outside and adjacent to corner cafes and other small commercial operations to provide continued opportunities for the enhancement in the character and use of commercial heritage buildings and community interaction.

5. Consider the reinstatement of a bridge above the railway crossing at Bellerine Street to provide a pedestrian and bicycle link. Given the location of the crossing, opportunities are available for a bridge design of high design quality in addition to functional needs and engineering requirements. Recent successful examples of bridges constructed in heritage character settings are in Copenhagen, Denmark (Figure 123):

Figure 123: Bicycle snake bridge, Copenhagen, Denmark, 2019. Source: N Gulsurd & H. Steiner, 'Life Between Buildings', Garten & Landschaft online at https://www.garten-landschaft.de/life-between-buildings/

6.   Retain early remnant streetscape infrastructure: bluestone kerbs and channels and bluestone spoon drains in side and rear lanes; and asphalt footpath paving in Bourke Crescent.

4.3   New Development

Additions to Heritage Buildings

1.   Additions to significant heritage buildings identified in heritage areas should accord with relevant heritage policy. Similarly, additions to heritage buildings listed in the identified heritage character areas in this report should not visually overwhelm or detract from their appearance when viewed from the public realm.

Opportunities are available for:

- Rear single storey additions that draw on the form and construction of the heritage building but retain the three dimensional integrity of the heritage asset.   This may be achieved by retaining principal roof ridgelines or by connecting the addition by a link (Figure 124):

Figure 124: Rear hipped roofed addition (right) connected by a link to the Victorian dwelling (left), 138 Gheringhap Street, 2011.

- Rear single storey additions that are independent in design of the heritage asset (Figure 125-126).

| **Figure 125:** Significant interwar Bungalow, Drumcondra, front view, with no view of rear addition, 2011. | **Figure 126:** Cuboid addition at rear of Bungalow, independent in design of heritage dwelling, 2011. |

- Rear two storey additions that retain the visual prominence of the heritage building and streetscape, are recessive, and where views from the public realm are incidental only. According to the City's Heritage and Design Guidelines, recessive two storey additions should match the form and construction of the heritage asset, and have subservient proportions (Figure 127).

Figure 127: Rear two storey hipped roofed additions that accord with the City's Heritage & Design Guidelines, Kilgour Street, 2012.

Alternatively, two storey additions of designs and construction independent of the character of the heritage asset should be connected by a link and have no visual prominence when viewed from the public realm (Figure 128).

Figure 128: Rear two storey additions of independent design & construction from the Victorian dwelling, connected by a link, Wellington Street, Geelong West, 2013.

New Buildings
Heritage Areas and Heritage Character Areas

1. For streetscapes with uniform front setbacks, and building scale, form and construction, consideration should be given to innovative interpretations to existing heritage dwellings to maintain existing character (Figures 129-130). Replication of existing heritage dwellings and landmarks should be avoided so not to distort the heritage characteristics of the streetscape and area.

Figure 129: New dwelling (centre), amongst uniform row of timber Edwardian houses, St. Albans Road, East, Geelong, 2006.

Figure 130: New dwelling (centre), amongst hipped and gabled Edwardian and interwar Bungalow styled dwellings, 2017.

2. For streetscapes more diverse in scale, form and construction, opportunities might be available for designs having greater independence in form and construction so long as the prevailing heritage context of the streetscape is not distorted, overwhelmed or undermined. Successful approaches often reflect the prevailing scale of neighbouring dwellings, with the principal roof form also drawn creatively from the common heritage dwelling forms in the street (Figures 131-132).

Figure 131: Introduced dwelling, Fitzroy Street, 2006. The principal gabled roof form has drawn on neighbouring heritage dwellings but the overall appearance is different to its neighbours.

Figure 132: Fitzroy Street, showing the introduced dwelling (centre), 2006. It accords with the prevailing heights and setbacks, the principal roof form ensuring that it is not visually prominent in the streetscape.

3. Where there may be opportunities for multiple dwellings on a site, consider the rhythm, setbacks, scale, form, construction and garage placement of neighbouring heritage dwellings in the street. Opportunities might exist for innovative measures to obscure two storey components (through front single storey roof forms, subservient proportions and contemporary cuboid and skillion forms to limit bulk and height) (Figure 133).

Figure 133: New dwellings (centre/middle ground), Clarence Street, Geelong West, 2018. The recessive locations, subservient proportions and low contemporary forms of the two storey components have limited their visibility.

4. Ensure new garaging in heritage areas and heritage character areas continues to be constructed in recessive locations (Figure 134).

Figure 134: Introduced garage recessive of Federation dwelling, Glenleith Avenue, Drumcondra, 2016.

5. Ensure that new front fencing is visually permeable and consistent in height, construction and design with the heritage dwelling (Figures 135-136), or for new dwellings in these areas, fencing that integrates with the design of the new work and contributes to the character of the streetscape.

Figure 135: Significant Federation dwelling with introduced front fence, Aberdeen Street, Geelong West, 2008.

Figure 136: Significant Federation dwelling with new capped timber picket fence in keeping with the construction & era of the dwelling, 2014.

Larger Developments

1. Developments independent of the prevailing single and double storey scale, detached compositions and lightweight construction of heritage dwellings, should be confined to:

    •   Parts of the study area outside the heritage areas and heritage character areas. Opportunities are especially available for new commercial and residential development along Moorabool Street, given the lack of heritage character of the existing shops and buildings.

Opportunities are also available for new development on the former Barwon Water site and fronting Richmond Crescent.

- Named minor side streets and lanes (either within or outside heritage areas and heritage character areas) (Figure 137).

Figure 137: Infill dwellings, Morrison Street (between McKillop & Maud Streets), 2019.

2. Any larger scaled developments should not interrupt or distort views to significant heritage landmarks, interrupt views along Moorabool, Bellerine, Yarra, Swanston and Fitzroy Streets, or form a visually overwhelming background to a heritage area or heritage character area (Figure 138).

Figure 138: Two storey semi-detached dwellings, Kilgour Street, situated on the rear portion of the former Junior Technical School fronting Moorabool Street, 2019. A contextually large residential development for this area, the dwellings do not visually overwhelm the Junior Technical School or interrupt views along Kilgour Street.

4.4   Public Landscapes

Existing Landscaping

1. Retain and enhance existing public parks and reserves including Hopetoun Park, Richmond Oval, and Foster Reserve (including the George Trickey playground). Consider interpretation opportunities in these parks to provide the public with an understanding of their history and evolution.

2. Retain remnant late 19th street tree plantings, including the English Oak trees in Swanston Street (west side, south of the railway line); English Elm trees (north side of Foster Street, near Moorabool Street) and the row of English Elm trees on the south side of Carr Street (between Moorabool and Kilgour Streets).

3. Retain the three Canary Island Palm Date trees at the South Geelong railway station as they form an historic landmark along the Yarra Street boundary and are a likely legacy of garden beautification initiatives established by the Victorian Railways Department from 1910.

4. Retain existing mature Spotted Gum trees in the median strip in Garden Street and continue a replanting program of native species.

5. Given that the majority of existing native street trees were introduced over 1940 (with several replacing earlier exotic species), opportunities are available for replacing the species for any street tree planting programs in the future.

Future Landscapes

1. Consider new street canopy tree planting in Bellerine Street, possibly along a central median strip to help distinguish and provide interpretation of this thoroughfare as the originally proposed street link between 'North' and 'South' Geelong (central Geelong and waterfront, and South Geelong to the Barwon River) in 1838. This could be considered in conjunction with the provision of a bicycle and pedestrian bridge at the Bellerine Street railway crossing, the transformation of Bellerine Street as a pedestrian and bicycle route between South Geelong and the central City area also giving opportunity to distinguish the historical importance of this thoroughfare in a contemporary and functional way.

2. Consider new street canopy tree planting in other principal streets, including Moorabool, Yarra, Swanston and Kilgour Streets. As shown in the aerial images of the 1920s and 1930s, avenues of canopy street trees made a significant contribution to the character of the streets. New trees need not constitute re-plantings of Elms, but possibly native trees that simulate the ornamental and formalised settings that were once hallmarks of these streets.

3. Consider small public squares or parks at the northern and southern ends of any new pedestrian and bicycle bridge near the Bellerine Street railway crossing to provide for public activation as well as interpretation of this thoroughfare that originally linked the two early parts of the township fronting Corio Bay (to the north) and the Barwon River (to the south) respectively.