
Gladstone Street Urban Conservation Area [Area 4.1]

Extent

The Gladstone Street Urban Conservation Area extends along the northern and southern sides of the street, between Punt Road and De Murska Street.

History

The block through which Gladstone Street now runs (bounded by Punt Road, the line of Union Street, the line of Punt Road and south of Raleigh Street) was known originally as Westby's Paddock. This land was purchased in the 1850 Crown Land sales by E. B. Westby, a successful merchant and member of the Melbourne Club.⁵⁰ This paddock stretching from Raleigh to Union Street was shown on Kearney's 1855 map with a few scattered buildings near the present De Murska Street.⁵¹

The early history of Gladstone Street is also linked to the history of the loopline which in 1859 connected the municipality of Prahran with St. Kilda railway station. The loopline curved away from the Windsor Station to the north-west. There was a level crossing at Union Street, then the line crossed Westby's Paddock to a bridge in Punt Road. The line was closed in 1862.⁵² However, the old loopline across Westby's Paddock was shown still on an 1885-86 map of Prahran.⁵³

By the 1890s, Gladstone Street was marked on an MMBW drainage plan. It was shown to the north of the Old Railway Reserve with houses on small allotments on its north side. The south side remained a railway reserve.⁵⁴

There were great changes to this area after the Victorian Housing Commission carried out a redevelopment scheme in the Raleigh Street/De Murska Street area. This scheme began in 1962. Components for the prefabricated concrete buildings came from the Commission's Holmsglen factory. The Raleigh Street/De Murska Street development was much smaller than the Horace Petty Estate at Malvern Road and only totalled 71 flats. The Malvern Road Estate had 614 concrete flats.⁵⁵

Today, Gladstone Street survives with much of its nineteenth century history intact. It is a narrow street with relatively intact single storey houses, mainly from the late nineteenth century. Its associations with the old loopline can be traced still by following a trail from Windsor Station through the Siding Gardens, Gladstone Park and the Housing Commission flats to Gladstone Street.

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50. Betty Malone. *Old Windsor - the South-West Corner of Prahran*), p.3.
 51. James Kearney, *Map of Melbourne and its Suburbs*, 1855.
 52. Betty Malone. *Old Windsor - the South - West Corner of Prahran*, p.5, and map at front showing West Windsor in the 1860s.
 53. Sands & McDougall's *Directory Map of Prahran*, 1885-86.
 54. MMBW 1895 drainage plan.
 55. Sally Wilde. *History of Prahran 1925-1990*, pp. 77-78.

Description

Gladstone Street is a narrow street lined by detached and semi-detached brick and timber houses. Most are single fronted. The forms of the houses are diverse, ranging from double-fronted Italianate houses with polychrome brickwork, asymmetrical facade, half verandah and ornate lacework, to simple brick or timber attached pairs. The closeness of the houses to the street and the predominance of low fencing (generally traditional in form) means that the buildings create the dominant character of the street. The street itself retains the traditional construction materials of asphalt and bluestone, with bluestone cobbled laneways also remaining at the rear of the dwellings. The tree plantings are recent, with alternating Melaleucas and Callistemons. These do not make a major contribution to the visual attributes of the street.

Heritage characteristics

The key heritage characteristics of the Gladstone Street Area are:

- the associations with the early railway link from St Kilda to Prahran
- the consistent scale, form and period of buildings along the street creating a streetscape characteristic of the late nineteenth century of buildings along the street
- the close setbacks to the street, resulting in the character of the street being largely created by the combination of building forms and styles from the Victorian and early Edwardian periods
- the consistent and continuing residential land use, the dominant use since the late nineteenth century
- the retention of the traditional street materials of bluestone and asphalt.

Analysis

The defined Urban Conservation Area encapsulates the area of significance.

Significance

The Gladstone Street Urban Conservation Area has significance as the site of the 1859 loopline from St Kilda to Prahran (Windsor Station) - one of Melbourne's earliest rail lines and the first into Prahran - demonstrating this history in the alignment of the street, the continuing open space link to Windsor Station, and the period of development in Gladstone Street. The consistent scale, form and period of the buildings create a cohesive precinct, demonstrating characteristics typical of nineteenth century workers' housing.

Sources

Kearney, James, *Map of Melbourne and Its Suburbs*, 1855.

Malone, Betty, *Old Windsor-the South-West Corner of Prahran.*, 1989. Map at front showing West Windsor in the 1860s.

MMBW 1895 drainage plan.

Sands & McDougall's Directory Map of Prahran. 1885-86.

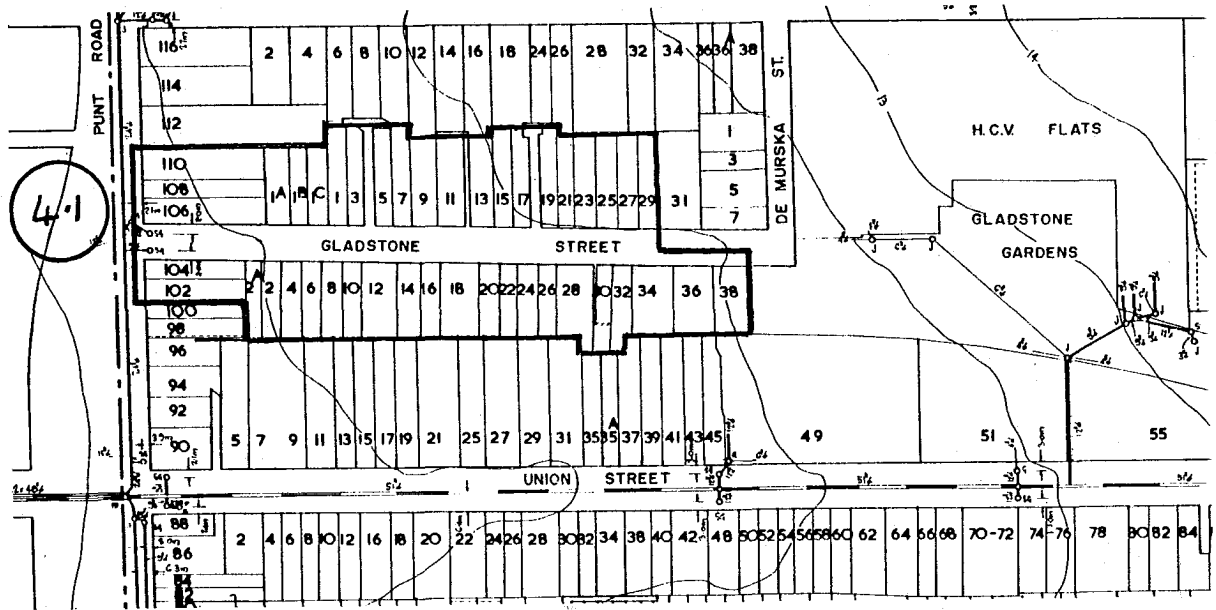
Wilde, Sally, *History of Prahran 1925-1990*, pp. 77-78.

Recommendations




1. Adopt UC1 Area as exhibited.

Map

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Legend

-  Recommended UC1 Area
-  Remove from UC1 Area proposed in Amendment L24
-  Possible future extension

NOTE: Where UC1 Area proposed in Am. L24 coincides with the Recommended UC1 Area, only the latter is shown.