

Shrine to Sea identification of heritage features (May 2021)

Purpose

This report has been prepared by David Helms, Port Phillip Heritage Advisor, for the Shrine to Sea project and provides a summary of post-contact* heritage features associated with the historic development of Albert Road and Kerferd Road between Kingsway and Beaconsfield Parade.

The focus is upon features within the road reserves, but associated features on adjoining land, including within the Albert Park Reserve, that contribute to the setting of the roads or are associated with their historic development have also been identified.

This report represents preliminary findings and has been prepared for the purposes of consultation associated with the project, and to assist with preparation of the thematic history by Context Pty Ltd. The report should be reviewed and updated, as required, once this consultation and the thematic history are completed.

**'Post contact' refers to the period following the arrival of non-indigenous people to what is now Melbourne.*

Existing heritage listings

As shown on Figure 1, Albert Road is partly within the following heritage overlays (HO) of the Port Phillip Planning Scheme:

- HO440, Emerald Hill Residential Precinct, which applies to the section from just east of Moray Street to the west side of Cecil Street
- HO441, St Vincent Place East Precinct, which applies to the section from Cecil Street to Ferrars Street/Canterbury Road.

It also abuts HO446, which applies to the Albert Park Reserve.

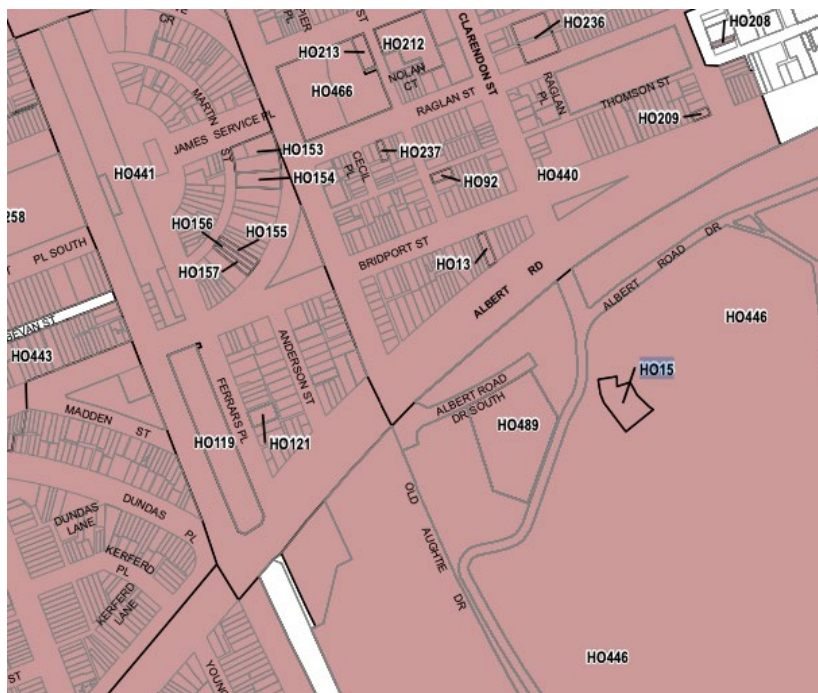


Figure 1 – Albert Road HO

As shown on Figure 2, Kerferd Road is wholly within the following HOs:

- HO442, Albert Park Residential Precinct, which applies to the northwestern carriageway, and
- HO444, Middle Park & St Kilda West precinct, which applies to the central median and southeastern carriageway.



Figure 2 – Kerferd Road HO

The following places on adjoining land are included on the Victorian Heritage Register:

- H1641 MacRobertson Girls High School, 350 Kingsway (southeast corner of Albert Road)
- H2362, Former Army Signals Depot Drill Hall (now South Melbourne Park Primary School), 29A Albert Road Drive (within Albert Park Reserve)
- HO820, Hotel Victoria (former), 123 Beaconsfield Parade (northwest corner of Kerferd Road)
- H1534, Kerferd Road Pier (Note: this is included within the Port of Melbourne Planning Scheme)

Historical overview

Attachment 2 provides a timeline of the post-contact development of Albert Road and Kerferd Road. In summary:

- Both roads were surveyed and laid out in the mid nineteenth century and had been cleared and roughly formed by the 1880s.
- By 1895 the central reservation of Kerferd Road had been formed and there were pitched drains on both sides. Albert Road at this time remained undivided, and was lined by pitched drains on both sides, with some rows of trees.
- In 1900 the railway crossing of Albert Road at Ferrars Street/Canterbury Road was replaced with a single span bridge.
- Significant improvements were made to both roads in the early twentieth century as part of a program of works initiative by then newly-appointed South Melbourne City Engineer A.E. Aughtie. This included:
 - In Kerferd Road, full construction of remaining sections of the street, street lighting (gas), tree planting (Oriental Planes), and establishment of ornamental rockeries. By 1910 Kerferd Road had been planted for its entire length.

- The formal laying out of Albert Road with the central driveway and two side roadways (the southern one laid in tan for use as an 'equestrian track'), separated by ornamental tree reserves, which were planted with trees at regular intervals. From 1911 to 1916 more than half of the ornamental reserves in Albert Road had been bordered with concrete kerb, and the remaining sections were completed over the next few years.
 - In 1917 planting of the first Canary Island Palms in Albert Road to replace earlier trees that had failed.
- In July 1913, the memorial to H.H. Skinner (1851-1912) in the reserve adjacent to Clarendon Street was unveiled.
- In 1919 the South Melbourne Technical School (now Sports House) was opened on a site in the northwest corner of Albert Park facing Albert Road adjacent to the railway.
- In 1925 the electric tram route from Princes Bridge to St Kilda was established. This entered Albert Road at Clarendon Street and travelled within the reservation on the south side before turning into Canterbury Road. This required the replacement of the railway bridge with the present three-span bridge.
- In 1934-36 two new buildings were constructed in Albert Park:
 - MacRobertson Girls' High School the southeast corner of Albert Road and Kingsway.
 - The new drill hall complex for the Army Corps of Signallers in Albert Park Drive near the South Melbourne Football Ground.
- 1939, the Robert Williams memorial gates were erected at the Aughtie Drive entrance to Albert Park.
- In the post-World War II period some of the original trees in Albert Road were removed, along with the ornamental rockeries in Kerferd Road.

Summary of heritage features

Attachment 1 provides a list of the post-contact heritage features in Albert Road and Kerferd Road.

Heritage features of Primary significance include those that are associated with development of the roads from the mid nineteenth to mid twentieth centuries, particularly the period from c.1880 to c.1920s when most of the key heritage features were established including the road layout, original infrastructure and plantings.

In summary, the features of Primary heritage significance include:

- Historic form and layout (centre road with side tracks in Albert Road, twin carriageways separated by wide central median in Kerferd Road).
- Infrastructure, buildings and memorials (for example, concrete and bluestone kerb and channel in Albert Road, bluestone drains in Kerferd Road, H.H. Skinner memorial and Robert Williams memorial gates in Albert Road, railway bridge at Ferrars Street, former kiosk at south end of Kerferd Road, Kerferd Road Pier).
- Mature street trees: Canary Island Palms in Albert Road and London Planes in Kerferd Road.
- Associated development (for example, nineteenth century residential development along the north side of Albert Road and both sides of Kerferd Road, and the landscaping, structures and historic buildings within Albert Park Reserve).

Heritage features of Secondary significance are also from this main development period, but have been altered, or are from a later period of development. They include the Clarendon Reserve, altered sections of kerb and channel in Albert Road, the Brush Box trees in Albert Road and Norfolk Island Pines at the south end of Kerferd Road.

Features of limited or no heritage significance

Features of no or limited heritage significance include any changes made after World War II. These include changes to the original infrastructure (later concrete kerb and channel, particularly in place of original bluestone, new traffic control features such as kerb outstands, islands, roundabouts and parking areas), and later plantings such as the Ash trees along the north and south sides of Albert Road, and the Norfolk Island Hibiscus and Flowering Gums in Kerferd Road.

Memorial plaques

There are also four memorial plaques. While these are not of heritage significance in themselves, they are of interpretive value as a reminder of historic events, people or other aspects of the history of these places. The plaques include:


- Three heritage recognition plaques (small blue enamel plaques with text and image) installed by the City of Port Phillip (c.2000-present):
 - Albert Park Protest Site. Mounted on a low plinth and situated within the Albert Park Reserve on the west side of Lakeside Drive. This commemorates the 10 year vigil and ongoing campaign by the Save Albert Park group against the holding of the Formula 1 Grand Prix in Albert Park. Nearby is a park bench erected by SAP using wood from a tree cut down as part of the works for the Grand Prix.
 - South Melbourne College. Mounted on a low plinth, north side of Kerferd Road adjacent to footpath, at corner of College Place. Commemorates South Melbourne College, formerly at 78-32 Kerferd Road
 - Walter Lindrum's House, 158 Kerferd Road, mounted on the brick front fence at the corner entry. Commemorates Walter Lindrum (1898-1960), considered the greatest billiards player of all time. He held the World Billiards Championship from 1933 until his retirement in 1950.
- 'Vegemite plaque' (unknown installation date). Metal plaque on rock within Kerferd Road median just north of Merton Street. This tells the story of the invention of Vegemite. It references the former South Melbourne College building at 76-82 Kerferd Road (since demolished). After the college closed in 1916, Fred Walker used the building to produce food products and the now iconic Vegemite was developed here in 1923 by Dr. C.P. Callister.


Attachment 1: Heritage features


The places highlighted in **green** are associated features that are outside the road reserves.

Albert Road

Feature	Creation date	Description	Values	Significance	Heritage listings
Road layout	1911	<p>Central roadway with two side roads separated by tree reserves.</p> <p><i>Notes on integrity</i> The integrity and legibility of the original layout has been diminished by alterations and additions including kerb outstands, traffic islands and parking areas.</p>	Historic, aesthetic	Primary	Yes, partly within HO440 and HO441, see Figure 1.
Road infrastructure	c.1911-c.1920	<p>Concrete kerbs (comprised of elongated concrete blocks with exposed aggregate) with three-pitcher bluestone channels to tree reserves. Potential surviving examples include:</p> <ul style="list-style-type: none"> • North side of north reserve between Kingsway and Stead St, and between Clarendon and Cecil sts (relaid). • South side of south reserve between Lakeside Dve and Clarendon St. <p>Bluestone kerb and three-pitcher channel on north side between Clarendon St and Ferrars Pl., and south side between Lakeside Drive and Cecil St.</p> <p><i>Notes on integrity</i> Kerb and channel to central roadway appears to be later (post-World War I) replacement. There have been inconsistent approaches to new kerb and channel and legibility has been further affected by kerb outstands and other changes.</p>	Historic, aesthetic	Primary	As above.
Street trees	1917, 1951	Canary Island Palms (<i>Phoenix canariensis</i>) alternating with Brush Box (<i>Lophostemon</i>	Historic, aesthetic, social	Primary (C.I. Palms)	As above

Feature	Creation date	Description	Values	Significance	Heritage listings
		<p><i>confertus</i>) in reserves between central and side roads.</p> <p><i>Notes on integrity</i> C.I. Palms on south side west of Clarendon Street beside tram line have been removed.</p>		Secondary (Brush Box)	
Clarendon Street Reserve	c.1890, 1913	<p>Triangular shaped reserve formed by curve in Albert Road as it approaches Clarendon Street. Early plantings include a mature English Elm (<i>Ulmus procera</i>) and a Canary Island Palm near Clarendon Street, as well the C.I. Palm row along Albert Road. Contains the H.H. Skinner Memorial (see below) and another memorial plaque installed c.2004 to commemorate the installation of the petanque court (the rectangular gravelled area), which was funded by a grant by the City of Port Phillip.</p>  <p><i>Notes on integrity</i> The original reserve was much smaller. In the post-war period the size has been increased by the inclusion of parts of the road reserves of Bridport Street to the north and Albert Road to the south. The integrity and legibility of the original reserve layout has been further diminished by kerb outstands, traffic islands and parking areas,</p>	Historic	Secondary (note: Skinner Memorial is of Primary significance)	Yes, within HO440.

Feature	Creation date	Description	Values	Significance	Heritage listings
		and the more recent plantings are not sympathetic to the historic character and impact on the setting of the Skinner memorial (see below) and the tree avenues in Albert Road.			
HH Skinner Memorial	1913	<p>Bronze statue, facing west, on a red and grey granite base with chiselled margins and polished moulds and two wide steps set below the base. Bronze panel with inscription: 'To the memory of the Hon. H.H. Skinner, M.L.C. President of the South Melbourne Cricket Club 1906-1912, and of the South Melbourne Football Club 1904-1911. Erected by the citizens of the sporting clubs of South Melbourne. Unveiled by the Mayor of South Melbourne, Cr. J. Barnagawath, J.P., 27-7-1913.'</p>  <p><i>Notes on integrity</i> Good. Unsympathetic planting impacts upon setting.</p>	Historic, aesthetic	Primary	Yes, within HO440.
Robert Williams Memorial Gates	1939	Four rendered piers with ornate iron/steel gates at the Aughtie Drive entrance to Albert Park.	Historic, aesthetic	Primary	Yes, within HO446.

Feature	Creation date	Description	Values	Significance	Heritage listings
		<p>Flanked by cast iron bollards on either side. Recent (replaced?) bronze plaque:</p> <p>'This memorial was erected by the citizens in grateful recognition of the manifold services rendered to the State, the municipalities and the people by the Hon. Robert Williams M.L.C., Representative Legislative Council 1922. 32. Member South Melbourne Council 1921. 32. Mayor of the City 1927. 29. Chairman Albert Park Committee 1932. 38. Chairman Foreshore Committee 1923. 38 Morumertum Requiries. Circum Spice. February 26th 1939.'</p>  <p><i>Notes on integrity</i> Good. However, setting of the gates is poor.</p>			
St Kilda Light Rail bridge	1925	Three span rail-over-road bridge with rivetted steel girder supported on brick abutments and brick piers with arched openings.	Historic	Primary	Yes, within HO441
Victorian & Federation housing	c.1860s- c.1920s	Intact streetscapes of Victorian and Federation housing along the north side extending from Moray Street to Ferrars Place, with isolated examples east of Moray Street.	Historic, aesthetic, social	Primary	Yes, within HO440 and HO441, and some individual HO places.
MacRobertson Girls High School	1934	Modernist school building.	Historic, aesthetic, social	Primary	Yes, VHR 1641, HO176

Feature	Creation date	Description	Values	Significance	Heritage listings
Royal Australian Corps of Signals Drill Hall (former, now South Melbourne Park Primary School)	1935-36	Complex of brick buildings in the Interwar Stripped Classical style.	Historic, aesthetic	Primary	Yes, VHR 2362, HO489
South Melbourne Technical School (former, now Sports House)	1919	Edwardian two storey brick school	Historic, aesthetic	Primary	Yes, within HO446.


Kerferd Road

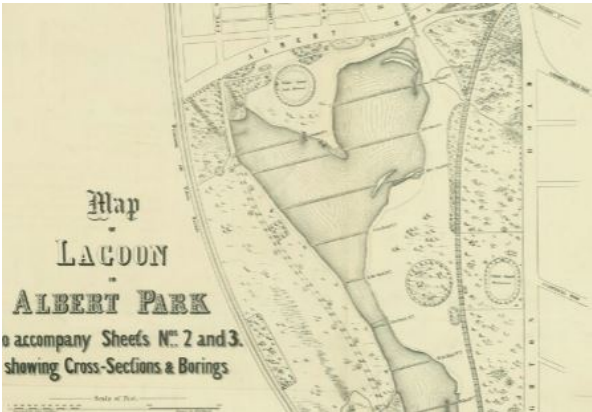


Feature	Creation date	Description	Values	Significance	Heritage listings
Road layout	c.1890	Twin carriageways with wide central median. <i>Notes on integrity</i> Relatively intact. Non-original kerb outstands and roundabouts at the Richardson St intersection.	Historic, aesthetic	Primary	Yes, HO442 and HO444, see Figure 2.
Road infrastructure	c.1880s-c.1900s	Early kerb and channel including: <ul style="list-style-type: none"> Concrete kerbs (comprised of elongated concrete blocks with exposed aggregate) with deep ten pitcher spoon drains along north/west side from Kerferd PI to Dinsdale St. Concrete kerbs (comprised of elongated concrete blocks with exposed aggregate) with four to five pitcher channel along north/west side from Dinsdale St to Little Page St. 	Historic, aesthetic, social	Primary	As above


Feature	Creation date	Description	Values	Significance	Heritage listings
		<ul style="list-style-type: none"> Concrete kerbs (comprised of elongated concrete blocks with exposed aggregate) with four to six pitcher channels along south/east side from Young St to Danks Street Some surviving timber/iron pedestrian bridges over the deep spoon drains (for example, north west side of Merton Street corner) Bluestone thresholds to laneways and side streets <p><i>Notes on integrity</i> Some non-original sections of concrete kerb and channel, kerb outstands and the like.</p> <p>The bluestone pitchers and concrete on either side of the central median are not significant.</p> <p>The bluestone roundabout at Richardson Street is not significant.</p>			
Street trees	c.1907-c.1920s	<p>London Planes (<i>Platanus x acerifolia</i>) in rows along each side of the central median between Ferrars St/Canterbury Rd and Page St.</p> <p>Norfolk Island Pines (<i>Araucaria heterophylla</i>) within central median at southern end. While a more recent planting that are now of an advanced size and form a landscape grouping.</p> <p><i>Notes on integrity</i> The rows of Planes become more intermittent at the southern end. Trees are different size, indicating replacements.</p>	Historic, aesthetic, social	<p>Primary (London Planes)</p> <p>Secondary (N.I. Pines)</p>	As above.
Kiosk (former)	c.1900	<p>Small Federation style brick building with a hipped tile roof and cast iron verandah.</p> <p><i>Notes on integrity</i> Building was refurbished c.1980s/90s. Verandah has been glazed in.</p>	Historic, aesthetic	Primary	Yes, within HO444.


Feature	Creation date	Description	Values	Significance	Heritage listings
Post Pillar Box	c.1900s	Traditional cast iron post box, painted red, east side, south of Richardson Street <i>Notes on integrity</i> Very intact.	Historic, aesthetic	Primary	Yes, within HO444.
Victorian & Federation housing	c.1880s-c.1920s	Intact streetscapes of Victorian and Federation housing along both sides of the street	Historic, aesthetic, social	Primary	Yes, within HO442 and HO444.
Hotel Victoria (former)	1888	Landmark Victorian boom style hotel with corner tower at the north corner of Beaconsfield Parade.	Historic, aesthetic	Primary	Yes, VHR H820, HO56
Kerferd Road Pier	1887-1889	Timber pier with asphalted deck. Partially rebuilt in recent times.	Historic, aesthetic, social	Primary	Yes, VHR H1534, HO1 (within Port of Melbourne Planning Scheme)

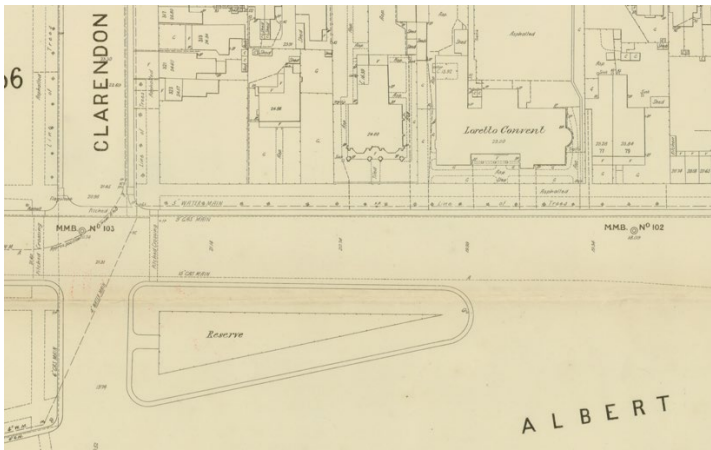

Attachment 2: Timeline

Year	History
1852-1855	After the arrival of non-indigenous people what is now South Melbourne was first known as Emerald Hill, because the hill on which the town hall now stands was a green island surrounded by swamps. The first land sales were held in 1852 and by 1855 Emerald Hill had become the first area outside the City of Melbourne and Geelong to be declared a municipal district. The area grew rapidly with the influx of settlers following the gold rush of the early 1850s.
1853	The use of what would become Albert Park was beginning by 1853, when the swampy land surrounding a natural lagoon and softened by scattered eucalypts was taking shape as the people's informal playground. This decade saw the area's use for amateur cricket begin, with archery, hunting for plentiful waterfowl, and cattle grazing also prominent.
1855	Kerferd Road and Albert Roads are shown on an 1855 map of Emerald Hill as the 'Beach Road' immediately south of the township of Emerald Hill and north of the swamplands around the Albert Park lagoon. In a similar manner to Sandridge Road (now City Road), Kerferd/Albert Road was set down as an access route that existed in advance of any built development along it as, initially, its main purpose was to give access between St Kilda Road and the military reserve along the foreshore. While portions of Albert Road, close to the areas that had already developed, were soon subdivided, the development of Kerferd Road was far slower.
1857	Hobsons Bay Railway company builds a branch line to St Kilda. The railway, which ran parallel to the present day Ferrars Street/Canterbury Road crossed Albert Road at a level crossing just east of the Canterbury Road intersection and effectively defined the western boundary of what would become Albert Park.
1864	Albert Park covering an area of 364 ha was first proclaimed a public park in 1864. It was named after Prince Albert, Queen Victoria's Consort. Permanent reservation of a diminished park size of 230 ha did not occur until 1876.
1864	<p>A map prepared in 1864 shows Albert Road (then unnamed) forming the northern boundary of Albert Park lagoon. It can be seen ending at the St Kilda railway line, where a level crossing would later be established. The South Melbourne Cricket Ground can be seen at the northern end of Albert Park Lake. This would become the home of the South Melbourne Football Club, which was formed in 1867.</p>  <p><i>Image taken from Map of Hobson Bay and Yarra River leading to Melbourne 1864. East Melbourne Historical Society.</i></p> <p>https://emhs.org.au/catalogue/emdf0041</p>




Year	History
1871	<p>Albert Park Lagoon is surveyed and this appears to be the first map which shows the reserve named as Albert Park, with Albert Road also named.</p>  <p>http://search.slv.vic.gov.au/primo-explore/fulldisplay?vid=MAIN&docid=SLV_VOYAGER687545</p>
1877	 <p>This plan, prepared in 1877 by Whitehead, shows Kerferd Road (then unnamed) extending to the military battery/barracks on the foreshore.</p> <p>http://search.slv.vic.gov.au/primo-explore/fulldisplay?vid=MAIN&docid=SLV_VOYAGER797177</p>
1879	 <p>State Library Victoria</p> <p>Sir John Coode's 1879 Harbour Trust map shows Kerferd Road has by now been named. The road was named in honour of George Briscoe Kerferd, who had been Attorney General and Premier from 1874-75.</p>

Year	History
1879	Beaconsfield Pde, along the foreshore, is constructed as an employment relief project forming a military road between Sandridge and St Kilda.
1881	<p>By 1881 intensive subdivision and development of the land around Kerferd Road is well underway. Beaconsfield Pde can be seen for the first time.</p>  <p>State Library Victoria</p>
1881	<p>The 22 April 1881 edition of the <i>Emerald Hill Record</i> (p.2 'Reports of meetings') reports:</p> <p><i>Cr. Mills moved the adoption of clause 8 recommending repairs to Kerferd road and appropriation of balance of loan money to Ferrars and Montague streets.</i></p> <p>...</p> <p><i>Cr. Kavanaugh thought the least they could do was to fill up the holes referred to in the clause. Kerferd road was in a very dangerous state, and seeing that it would only cost about £30, and that the repairs would prevent law suits which might arise from the present bad condition of the road. The work ought to be sanctioned.</i></p>
1881	The South Melbourne Football Club was formed in 1867 after a merger of Albert Park and Emerald Hill Football Clubs. In 1881, the South Melbourne Cricket Club made its ground at Lake Oval available to the football club but their first match at the ground on June 4 against Essendon was washed out before either team could score.
1883	Emerald Hill is proclaimed a city and changes its name to South Melbourne.
1886	<p>The 29 November 1886 edition of the <i>Emerald Hill Record</i> (p.2 'Canterbury Ward Public Meeting') reports:</p> <p><i>... a meeting of ratepayers and property owners interested in Kerferd road and neighbourhood was held at Walsh's Albert Park Hotel ... for the purpose of expediting the construction of Kerferd-road ... The tramway and jetty works shortly to be commenced, and the impossibility of making contiguous streets while this main thoroughfare remains inaccessible to traffic, should prompt active measures in so urgent a matter ... A considerable sum of money is allocated in the Loan Schedule for this purpose, a small proportion only of which has been expended.</i></p>
1887	<p>The 2 April 1887 edition of the <i>Emerald Hill Record</i> (p.2 'South Melbourne City Council, Public Works Committee') reports:</p> <p><i>Councillor Dinsdale (chairman) brought up the report of the Public Works Committee ... 3. Construction of Kerferd-road – the committee submit plan for the construction of Kerferd-road.</i></p> <p>The 16 April 1887 edition of the <i>Emerald Hill Record</i> (p.5 'South Melbourne City Council') reports:</p>


Year	History
	<p><i>5. That the offer of Mr. De Mole to prepare plans etc. for the construction of the Kerferd-road drain for £15 and the laying of steel plates in Sandridge-road £25, be accepted.</i></p> <p><i>8. That the plan and specification for con [struction] Kerferd-road be adopted, and that the Committee be empowered to call for tenders for the work.</i></p> <p>The 7 May 1887 edition of the <i>Emerald Hill Record</i> (p.5 'South Melbourne City Council') reports:</p> <p><i>The Council adopted the following resolution to proceed under the 408th section of the Local Government Act 1874, to fix the levels of the following streets:</i></p> <p><i>Kerferd-road, from Beaconsfield parade to Canterbury-road.</i></p> <p>The 3 September 1887 edition of the <i>Emerald Hill Record</i> (p.5 'Canterbury Ward') reports:</p> <p><i>Channelling Kerferd road £100</i></p> <p><i>Construction Kerferd road £610 6s 8d.</i></p> <p>The 12 November 1887 edition of the <i>Emerald Hill Record</i> (p.5 'South Melbourne City Council') reports:</p> <p><i>5. Approval of action taken in accepting the tender of W. Load for constructing portion of Kerferd road for the sum of £1149 16s.</i></p> <p>The 10 December 1887 edition of the <i>Emerald Hill Record</i> (p.5 'South Melbourne City Council') reports:</p> <p><i>That the tender of M. Minahan to construct portion of Kerferd road for the sum of £788 4s 5d be accepted.</i></p>
1887-1890	<p>The building of the Hotel Victoria at the corner of Beaconsfield Parade and Kerferd Road in 1888 and the Kerferd Road pier (completed by 1890) reflect the increasing desirability of the area as a tourist destination.</p>
	 <p style="text-align: center;">Kerferd Road Pier,</p> <p><i>This image shows the Kerferd Road Pier with the Hotel Victoria in the background.</i></p> <p>Copp Art Heritage collection</p>
1889	<p>The 28 December 1889 edition of the <i>Emerald Hill Record</i> (p.3 'South Melbourne City Council') reports:</p> <p><i>The [Public Works] committee recommended: 1. That the following tenders be accepted: ... (A) Canterbury Ward – Construction of Kerferd-road, D. Field £1,445.</i></p>
1891	<p>Fueled by the gold rush, Melbourne with almost 500,000 inhabitants becomes the second largest city after London in the British empire. Fortunes were made on land</p>


Year	History
	speculation. However, in 1891 the boom time came to an end with banks and businesses crashing, resulting in an economic depression that does not ease until 1900.
1895	<p>Melbourne & Metropolitan Board of Works plans show the layout of the roads at the end of the nineteenth century.</p> <p>Albert Road had pitched channels on both sides, while sections of the north side footpaths were asphalted with flagstones or small bridges at pedestrian crossings. There was a triangular reserve on the east side of Clarendon Street, bounded by Bridport Street on the north side and a regularly spaced line of trees is indicated on the north side between Clarendon and Moray streets. On the south side pathways, fenced plantations, and lines of trees are shown within Albert Park (MMBW Detail Plans: 539, 636 & 637; 556, 557, 635 & 636).</p>  <p><i>Extract of MMBW Detail Plan showing the Clarendon Street Reserve in 1895</i></p>  <p><i>View of Albert Road looking south west toward Port Phillip Bay (Note: while the caption says Kerferd Road, this is Albert Road, as Albert Park is visible at left)</i></p> <p>CoPP Art Heritage Collection</p> <p>In Kerferd Road the MMBW plans show a central reservation had been laid out between Canterbury Road and Beaconsfield Parade, but no trees are shown. On the north side there is a pitched 'channel' and asphalt footpath, while on the south side there appear to be formed kerbs and sections of asphalt footpaths in some blocks. Pedestrian footbridges are shown crossing the pitched channel on the east side of Montague, Merton and Richardson streets (MMBW Detail Plans: 558, 559 & 582, 576, 561; 580 & 581; 577, 578 & 579).</p>
1898	The St Kilda railway level crossing at the west end of Albert Road is replaced by a single span rail over road bridge.

Year	History
c.1900	Public conveniences are constructed at the end of Kerferd Road opposite the beach.
1907	<p>The 12 January 1907 edition of the Emerald Hill Record (p.3 'South Melbourne City Council') reports:</p> <p><i>Kerferd Road Improvements. It is recommended that tenders be invited for construction full width of roadway from Beaconsfield Parade to Danks-street, and that the sand in reserve between Danks street and Page-street be disposed of and rough stone purchased, and the roadway in this section be proceeded with by day labor.</i></p> <p>The 23 February 1907 edition of the Emerald Hill Record (p.2 'South Melbourne City Council') reports:</p> <p><i>It is recommended that 80 trees be planted in Kerferd-road to replace trees that have died.</i></p> <p>The 7 December 1907 edition of the Emerald Hill Record (p.4 'The City Council Business. City Surveyor's Report') reports:</p> <p><i>180 trees (comprising elm, poplar and oriental plane) have been planted during season in Montague-street, Nelson-road, Herbert-street and Kerferd-road. We have now in the city a length of 9 miles of roadway uniformly planted with one or other class of tree named above.</i></p> <p>...</p> <p><i>In Kerferd-road the scheme for ornamentation with central rockery was continued from western end and carried to Danks-street. The next section is at present in progress, and the completion of this roadway will form one of the most handsome thoroughfares of the city.</i></p> <p>...</p> <p><i>At Kerferd-road and Little Page-street, an additional inlet has been provided to main, in order to cut surface water off, and prevent flow to Dinsdale-street, and at corner of Dinsdale-street and Kerferd-road the connection to Kerferd-road main has been improved, so that the quantity carried by Dinsdale-street main will be lightened.</i></p> <p>...</p> <p><i>Schemes have been prepared, and are now under your consideration, for alteration in lighting of Kerferd and Albert roads. Fifteen additional cast-iron pillars were purchased during the year.</i></p>
1909	<p>The 9 January 1909 edition of the Emerald Hill Record (p.3 'The City Works. Surveyor's Annual Report') reports:</p> <p><i>In Kerferd-road the scheme for ornamentation with central rockery has been continued from Danks Street for two blocks to Richardson-street, and end of abutting reserves in Danks-street treated in keeping with same. Full width road construction has been carried through this same section, and when completed this roadway will form one of the leading thoroughfares in the city.</i></p> <p>...</p> <p><i>The lighting contract, in the hands of Metropolitan Gas Co. has been carried out during year in very satisfactory manner. ... The improved lighting along Kerferd and Albert roads was installed during year. This lighting consists of ornamental pillars at all main intersections, with groups of burners at each pillar of 700 candle power.</i></p>
1910	<p>The 2 March 1910 edition of the Emerald Hill Record (p.13 'Tree planting at South Melbourne') reports:</p> <p><i>In addition to planting gazetted reserves, with a view to minimising the dust evil, the South Melbourne city council has decided to plant all open areas at street intersections, besides making special reserves down the centre of all wide streets, similar to those in existence on Beaconsfield Parade and Kerferd-road. The latter road has been planted</i></p>

Year	History
	<i>from the beach to the Albert Park Station, and it is also proposed to improve Albert-road as far as the St Kilda road intersection.</i>
1910	<p>This image shows the landscaping and gas street lighting installed in Kerferd Road from c.1907 to 1909.</p>  <p>Kerferd Rd. Albert Park</p> <p>CoPP heritage collection</p>
1912-13	<p>By 1912-13 the photo below from almost exactly the same vantage point shows the gas lighting has gone, and has been replaced by electrical poles.</p>  <p>KERFERD ROAD FROM THE RAILWAY</p> <p>CoPP Art heritage collection</p>
1912	<p>Despite the deep spoon drains with little wooden bridges there was still flooding in Kerferd Road, seen here looking east from Page St. Electrical poles can also be seen in this 1912 photo.</p>  <p>Saturday Nov 25/1911. Kerferd Rd looking East from Page St</p> <p>CoPP Art Heritage collection.</p>
1911	<p>The 25 November 1911 edition of the Emerald Hill <i>Record</i> (p.3 'Public works. Main roads') reports:</p>

Year	History
	<i>The construction of Albert Road has been partly completed between Roy Street and Moray Street. This roadway has been formed on similar lines to St Kilda Road, with a fifty feet wide central drive and two side roadways each 36 feet wide, separated from the central drive with ornamental tree reserves. The north and central roads are to be metalled, and the southern road is to be laid down in tan as an equestrian track; the tree reserves are grassed and planted with trees at intervals of about 30 feet. On completion of this roadway to Kerferd Road, a beautiful avenue will be formed connecting Prince's Bridge with St Kilda sea front, via St Kilda, Albert and Kerferd Roads and Beaconsfield Parade.</i>
1912	<p>The 28 December 1912 edition of the <i>Emerald Hill Record</i> (p.3 'Public works. Main roads') reports:</p> <p><i>The construction of Albert Road has been completed from Roy Street to Moray Street, and money has been provided on the loan schedule for the completion of the work through to the St Kilda railway line.</i></p> <p>...</p> <p><i>The planting of the reserves in Albert Road has been extended from Moray Street to Clarendon Street; most of the Currajongs planted in these reserves failed, and they have been replaced with Sycamores.</i></p>
1913	In July, the memorial to H.H. Skinner (1851-1912) in the reserve adjacent to Clarendon Street was unveiled. Skinner was President of the South Melbourne Cricket Club (1906-12) and South Melbourne Football Club (1904-11). During his presidency both clubs increased their membership and the football club won its first Victorian Football League premiership (1909).
1914	<p>The 26 December 1914 edition of the <i>Emerald Hill Record</i> (p.3 'Public Works') reports:</p> <p><i>The construction of Albert Road has been extended in part between Clarendon and Cecil streets, and a considerable length of the same road east of Clarendon street has been improved by laying concrete kerbing along the reserves.</i></p>
1915	<p>The 21 August 1915 edition of the <i>Emerald Hill Record</i> (p.2 'Public Works Committee') reports:</p> <p><i>Petition from Residents Asking that Barbed Wire be Placed Around the Reserves in Kerferd Road – it is recommended that a reply be forwarded to the petitioners pointing out that the council does not feel justified in placing the barbed wire as requested, but other steps will be taken to prevent the children damaging the reserve.</i></p> <p><i>Electric Light Poles in Albert Road. A letter has been received from the Melbourne Electricity Supply Co. protesting against this council's refusal to consent to poles being erected in this road. Your committee has again considered the matter, and has decided to adhere to its previous recommendation.</i></p>
1916	<p>The 1 December 1916 edition of the <i>Emerald Hill Record</i> (p.3 'City Surveyor's Report') reports:</p> <p><i>The reserves along Albert road have been further improved by extension of concrete kerbing grading, top-dressing etc.; the shrubs and grass have made good progress, and the whole roadway will in a year or two be a very attractive drive from St Kilda road to the parade, as the whole Albert Park frontage is gradually being further improved with rockeries, trees and shrubs.</i></p> <p>The 30 December 1916 edition of the <i>Emerald Hill Record</i> (p.4 'Public Works') reports:</p> <p><i>The construction of the centre carriageway in Albert road has now been completed throughout, and the work in bordering the island reserves with concrete kerb is being gradually extended. A length of 6952 feet has been laid and the total length necessary to complete the work is 5694 feet.</i></p>

Year	History
1917	<p>The 6 January 1917 edition of the <i>Emerald Hill Record</i> (p.4 'City Surveyor's Report') reports:</p> <p><i>Further improvement has been carried out to the tree reserves in Albert road by the extension of concrete kerbing, grassing, etc. The total length of kerbing required for the whole of the reserves in this street was 12,646 feet, and of this amount 6952 feet has been laid to date. The Pittosporums planted throughout Albert-road are making excellent progress, but it has been found necessary to remove a large number of the Sycamore trees, and in the spaces re-plant with Phoenix palms.</i></p> <p>The 22 December 1917 edition of the <i>Emerald Hill Record</i> (p.4 'Public Works') reports:</p> <p><i>An additional length of 508 feet of concrete kerbing has been laid in Albert road, along the tree plantations and the plantations further improved by continuing the planting of Phoenix Palms between the Pittosporums.</i></p>
1919	<p>South Melbourne Technical School was opened by the Premier of Victoria, Mr H.S.W. Lawson on 20 March 1919 (<i>The Australasian</i>, 5 April 1919, p.49). The school was designed by the Public Works Department under the direction of Chief Architect, Mr S.C. Brittingham (<i>The Argus</i>, 27 March 1919, p.6). Soon after opening it was pressed into service as a hospital for returned servicemen and then for influenza victims.</p>
c.1925	<p>Street detail showing unsealed Kerferd Road with bluestone spoon gutters. This view appears to show the north side looking east toward the Ferrars Street/Canterbury Road intersection. Visible in the distance is what appears to be the iron gantry on the St Kilda railway embankment, which was installed in 1919 when the railway was electrified, so the image dates from soon after this time.</p>  <p>https://www.victorianplaces.com.au/kerferd-street-albert-park</p>
1925	<p>In November, the Melbourne & Metropolitan Tramways Board opened the electric tram from Princes Bridge via South Melbourne and Middle Park to St Kilda Beach. The tram ran along Clarendon Street and turned west into Albert Road running within the southern track before turning south into Canterbury Road. To accommodate the new tramway, the old single-span railway bridge over Albert Road at Ferrars Street/Canterbury Road was replaced with the present three-span bridge. This also improved safety at the intersection, which was considered a notorious traffic 'bottleneck'.</p>
1934	<p>MacRobertson Girls' High School opened by Duke of Gloucester in March 1934. Designed by Seabrook & Fildes it was funded by a £40,000 donation by Sir MacPherson Robertson the noted philanthropist and Melbourne chocolate maker, as part of an overall gift of £100,000 to the state of Victoria celebrating the centenary of its foundation.</p>
1936	<p>New drill hall complex for the Royal Australian Corps of Signals in Albert Park opened in July 1936. It replaced the old hall, which had been destroyed by fire in 1933.</p>

Year	History
1939	<p>The 27 May 1939 edition of the <i>Emerald Hill Record</i> (p.7 'South Melbourne Council') reports:</p> <p><i>Provision will be made on the estimates for tree planting in Albert Road, north side, Clarendon to Ferrars Streets.</i></p> <p>Robert Williams Memorial Gates unveiled on Sunday 5 March at the entrance to Albert Park opposite Clarendon Street (now the Aughtie Drive entrance). Williams was a member of the Legislative Council 1922-38, South Melbourne Councillor 1921-32, including Mayor of the City 1927-29, Chairman Albert Park Committee 1932-38 and Chairman Foreshore Committee 1923-38. A newspaper article described him as the driving force on the Park Management Committee, that had turned the park from a veritable wilderness into the splendid park it was today (<i>The Record</i>, 11 March 1939, p.5)</p>
1950	<p>By circa 1950 the Plane trees first planted in 1907-10 had matured, and the median strip was now open lawns rather than the previous shrubs and rockeries, which had been removed.</p>  <p>CoPP art heritage</p>
1951	<p>The 10 November 1951 edition of the <i>Emerald Hill Record</i> (p.1 'More old trees for the axe. Albert Road palms to go') reports:</p> <p><i>Recommendations by the Curator for the removal of more old trees in different parts of the municipality were agreed to by the South Melbourne Council on Wednesday night, on the recommendation of the Public Works Committee.</i></p> <p>...</p> <p><i>He reported also that the palm trees on the southern reserve of Albert road, between Clarendon st. and the railway, had grown to such an extent that they had to be frequently cut back to avoid interference with telephone cables and overhead wires on the tramway track, and recommended that approval be given for the removal of the palm trees on both sides of Albert road in this section, the work to be carried out after the Royal visit next year. The young Queensland box trees already planted on these reserves would then have a chance to become properly established.</i></p>