Figure 6.11–1 –

Extract from H. Vardy’s Map of St. Kilda: 1873. Source: City of Port Phillip Archives.
Figure 6.11–2 – Extract from Kearney's 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General.

Source: SLV
Figure 6.11–3 – Extract from H. Vardy's map of St. Kilda: 1873

Source: City of Port Phillip Archives
Figure 6.11–4 – Extract from J. Vardy’s map of St. Kilda: 1873

Source: City of Port Phillip Archives
Figure 6.11–5 – Carlisle Street, looking west from the railway bridge c.1862.

Source: Cooper, J.B., op. cit., v.1, p.208.

Figure 6.11–6 – The Red Bluff, c.1875

Source: Cooper, J.B., op. cit., v.1, p.20.
Figure 6.11–7 – Brighton Road, 1931.

Source: Cooper, J.B., op. cit., v.2, p.132.

Figure 6.11–8 – The St. Kilda City Hall dominates the Carlisle Street/Brighton Road intersection and forms a group of public buildings with the St. Kilda School and the Holy Trinity Anglican church.
Figure 6.11–9 – The St. Kilda Botanical Gardens, Blessington Street gates.

Figure 6.11–10 – The Glen Eira Road centre commences at the railway line with this group of shops erected in 1912. Though transformed by the present coat of paint, the façade treatment is representative of the centre yet enhanced by the corner tower.
Figure 6.11–11 – Voguish Los Angeles Court recalls through its name the years of American West Coast influence on villa styles and forms a distinctive urban environment today with Monkstadt Avenue, behind the camera.
6.12 Elwood: Glenhuntly and Ormond Roads - HO8

6.12.1 Description

This Area has Glenhuntly Road as its east-west spine. It extends to the north just beyond Shelley Street between Marine Parade and the Elwood Canal and to the south-east generally between Ormond Road and Ormond Esplanade as far as Vautier Street. The foreshore reserve at Point Ormond is also included. The Area occupies the southern end of Elwood.

The Point Ormond reserve includes the sites of Victoria’s first quarantine station and the former Point Ormond tram terminus, still defined by the palm trees planted on its north side. The Robinson Gardens adjoin the Point Ormond reserve. The plantings suggest that this reserve was laid out during the 1920’s, the Phoenix canariensis and Tamarisk trees being mature.

To the north of Glenhuntly Road, the Area is occupied predominantly by inter-war houses and apartments with a number of post war buildings and a small number of Federation period houses near Glenhuntly Road. Amongst the most architecturally distinguished inter-war apartments are “The Desboro” at 61 Shelley Street, facing “Shelley Court” at no.59, across Addison Street. Comparable buildings in Shelley Street include “St. Caien” at no.28 and “Valona” at no.14 on the Goldsmith Street corner. There is a recognisable development pattern wherein the most ostentatious complexes are located on the corner blocks. “The Wandsworth” at the corner of Glenhuntly Road and Addison Street and the flats at the Barkly Street corner are no exception. Street trees are of special note in this area, mature Planes forming canopies over many of the streets with the exception of a part of Shelley Street which has mature Metrosideros excelsa trees.

South of Glenhuntly Road a small number of Italianate houses including “Tiuna” (1884) and “Elwood House” (1850’s) bear testimony to the development of isolated marine villas here last century. There are several Federation period villas recalling the Area’s closer subdivision following the opening of the electric tramway in 1906 and many inter-war houses and apartments. Considerable post-war redevelopment has also taken place, the number of newer buildings helping to define the boundaries of the Area. The Ormond Esplanade is made up principally of inter-war apartment blocks with new complexes under construction at the time of the survey.

There are two small shopping centres associated with the Area; the first at the Glenhuntly Road/Broadway intersection and the second in Ormond Road between Beach Avenue and Pine Avenue. The former is centrally situated within the Area whilst the second is located approximately one street block further east. The Glenhuntly Road centre is noteworthy on account of the manner in which the roads intersect and the resultant promience given to the buildings overlooking the space thus created. The key buildings are “The Alderley” (1920) with its twin oriel towers, the Post Office, the former State Savings Bank (1922) and the St. Columbas Church (1929) group. Collectively, they set the character of the place as an inter-war centre of civic distinction: in spite of the loss of both the Point Ormond and Brighton Beach tramways which crossed at this intersection until 1959. There are, however, some former M&MTB metal tramway poles to recall the existence of the Point Ormond line.

The smaller centre on Ormond Road has been only partially included in the Area, the reason being that although the majority of south side buildings survive, they are mostly of low aesthetic value and have invariably been compromised by the replacement of their original shop fronts. On the north
side, however, the former “Broadway” theatre is an interesting inter-war public building associated with some shops of architectural value.

6.12.2 History

Land to the south of Glenhuntly Road was initially subdivided during the 1850’s and later again in the 1880’s. “Elwood House” located at what is now nos. 30 and 30A Vautier Street was completed in 1855, and is the oldest in the Area. Its construction reflects on the nature of contemporary development in St. Kilda and the expectation that such building would also occur in Elwood. “Elwood House”, however, remained exceptional and was converted into a single house in the 1870’s, into flats in 1917/18, and back to two terrace houses in 1978. The villa “Tiuna”, a private residence situated at 8 Tiuna Grove, was built in 1884. It recalls a subsequent phase in the growth of the Area as a fashionable address for “marine villas” and illustrates the nature of land use in this part of Elwood during the nineteenth century. Substantial houses, mostly set in large grounds and orientated towards the sea were characteristic. Nevertheless, not many were built and the intensive development of the first half of this century saw them invariably demolished. Henry V. Duigan, the barrister, built “Tuina” and lived there until the 1890’s, his widow Marian remaining there in the twentieth century.

The land bounded by Ormond Road, Glenhuntly Road and St. Kilda Street was subdivided into 173 “villa sites” known not surprisingly as the “Sea Side Estate” and auctioned off as early as 15.11.1884. At that time there was a general store at the Ormond Road/ Docker Street (then South Elwood Street) intersection. It was the only indication that this section of Ormond Road might at a future date be suitable for commercial development. Yan Yean water was available. To the north was the Elwood swamp. By 1905 the entire area had been drained and the Elwood Canal formed. Land sales continued from the 1900’s to the late 1920’s, as Elwood became a popular bayside residential precinct. Broadway was the principle road in the Elwood swamp subdivision, hence its width. An electric tramway operated by the Victorian Railways Department ran down the Broadway and Ormond Road to Brighton Beach from 1906. Its construction lead to the earliest phase in the suburban development of the Area along with the formation of shopping centres along its route during the inter-war period. On 4.6 1915 the Melbourne and Metropolitan Tramways Board introduced its Point Ormond tramway service along Glenhuntly Road, commencing at the Elsternwick railway station and terminating in the foreshore reserve at Point Ormond. Here, a restaurant offering patrons fine views of the Bay met the needs of tramway patrons and motorists at least until the cessation of tramway services in on 22.10.1960.

The intersection of the Broadway with Glenhuntly and Ormond Roads became known as Elwood Junction from the time of the opening of the Point Ormond tramway. It remains at the heart of Elwood and provided the shopping and community facilities for the recently subdivided lands. “The Alderley”, built in 1920-21 at the corner of Glenhuntly and Ormond Roads has been a local landmark and meeting place since that time. The design by Nahum Barnet for a Mr. Bailey, is rather conservative for its time, but stands today as a distinctive building at the intersection, having its shopfronts almost totally intact. When it was under construction, the “Elwood Motor Garage” operated by Mrs. McShanag was already in operation. By 1930 it had closed. The State Savings Bank building, erected in 1922 at no. 6 Ormond Road, was one of the finest examples of the Bank’s work of the period and is a key element in the Elwood Junction shopping centre precinct. Banks built during the First World War and into the 1920’s are usually in a heavy banded Classicism style and this building epitomises the work of one of its two leading exponents, architects Sydney Smith, Ogg and Serpell. The Elwood Post Office, built around 1925, is another of the key corner buildings of

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221 It was in existence when the tramway closed.
222 1920 Sands and McDougall Directory.
the Elwood Junction precinct, and is representative of the Commonwealth Government’s work of the period.

By 1930, the number of businesses in the vicinity of Elwood Junction had grown to 19 and included a dentist, cigarette manufacturer, and the “Maison de Luxe Dance Palais”224.

Another of the landmarks of the Elwood Junction centre, and indeed of Elwood is St. Columba’s Catholic Church, built in 1929. Its tower can be seen from many parts of the suburb. A number of Roman Catholic churches of similar scale and varied detailing were erected around this time and this building is one of the finest examples225. A school was already on the site and it was enlarged when the hall was added in 1937. Augustus Fritsch (1866-1933) was the architect and Reverend M.F. McKenna was the first incumbent. St. Bede’s Church of England, situated on the corner of Ormond Road and Byrne Avenue is the oldest church in Elwood, having being built in 1916226. It was intended to serve as the church hall for a larger church at the Tiuna Grove corner. The architects were North and Williams, and the builder was James Brown.

By, 1910, there were no shops on Ormond Road between Beach Avenue and Pine Avenue. A chemist shop was opened at no. 90 (south side) in 1913 and a shop and residence followed at no. 121 in 1915. The original occupants were grocers and the building was designed by the architect W.H. Smith. By 1920 the number of shops completed or under construction had grown to 9, including a dentist and a knitter. Later that year two shops at nos. 157 and 159, designed by the engineer John Marshall, were erected in mass concrete. By 1930 the number of shops on the north side had increased to 29 and included an ironmonger, a motor garage, police station, library and the “Broadway Theatre” (1919, façade: 1933).

Whilst the early buildings of Elwood were houses, intense growth during the 1920’s and 1930’s saw a dramatic increase in the number of blocks of flats being built. “Windemere” (1936) at 49 Broadway, “Shelley Court”, “The Desboro” and “Rochelle” in Shelley Street were all representative of this important period. It marked the final phase in the development of the Area and has since been overlaid with post war reconstruction especially concentrated near the shore line where pressures for change have most recently been the greatest.

6.12.3 References
3. Sands and McDougall Directories.

6.12.4 Thematic Context
• Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs
• Supplying urban services (transport)

224 1930 Sands and McDougall Directory.
226 The schoolroom at the rear was built in early 1918, and by the end of 1921 the vestries, guild room, and porch were completed. See Bick, p. 223.
6.12.5 Statement of Significance

The Elwood – Glenhuntly and Ormond Roads Area has historical value (Criterion A) for its capacity to demonstrate the attraction of the Port Phillip Bay coastline as a location for marine villas during the mid-late Victorian period. In this respect it compares with nearby St. Kilda, Brighton and Sandringham which sustained similar coastal development from an early date. It is important also as an Area founded on the first of the Victorian Railways’ two “electric street railways” promoted by the premier and minister of Railways Thomas (later Sir Thomas) Bent. The Area has aesthetic value for the diversity of its villas and inter-war apartments often evoking romantic images of the period. Its tree lined streets are also a distinctive characteristic. The juxtaposition of fine commercial and public buildings and spaces at the former Elwood Junction centre has landmark value. The Ormond Road centre assists to underscore the Area’s distinctive inter-war character, the former “Broadway theatre” recalling the importance of the suburban picture theatre prior to the advent of television in 1956.

6.12.6 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.12.7 Assessment

Figure 6.12-1 – Parish Plan showing pattern of early land subdivision in Elwood (nd). The subdivision between Ormond Road and the Ormond Esplanade was for a period identified as “North Elwood”.

Source: SLV
Figure 6.12–2 – Extract from Commander Cox's 1866 Survey of Hobsons Bay and the Yarra River, showing the swamp in the vicinity of Glenhuntly Road.

Source: SLV.
Figure 6.12–3 – Plan of the “Sea Side Estate”, Elsternwick, of 1884.

Source: SLV
Figure 6.12–4 – Plan of the Area prior to the boom prompted by the draining of the swamp and the opening of the electric tramway in 1906.

Source: MMBW litho.
Figure 6.12-5 – Two views at the Elwood Junction shopping centre in 1960 showing the Point Ormond Tram in Glenhuntly Road at “The Alderley” (above) and at the “Maison de Luxe Dance Palais” (below). Also notice the abandoned tracks of the former Brighton Beach tramway, closed in 1959, in the foreground of the lower view.

Source: A. Ward
Figure 6.12–6 – The shops at Elsternwick Junction, a name recalling the junction of the former Point Ormond and Brighton Beach electric tramways that passed through this intersection until 1959.
Figure 6.12–7 – Shelley Street, looking west from the Elwood Canal, showing the plane trees and flat blocks characteristic of the area.

Figure 6.12–8 – The Ormond Road shops and façade of the former “Broadway” theatre at left.
6.13 Inkerman Street (East) - HO315

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6.13.1 Description

This Area consists of places facing both sides of Inkerman Street between Chapel Street and a short distance east of Evelyn Street, St. Kilda East. The Chapel Street tramway is a defining element at the west end and the Sandringham railway overbridge, whilst beyond the Area to the east, terminates the vista in this direction. Inkerman Street is a busy thoroughfare with a bicycle way on the south side and a painted median. Many of the residents within the Area have erected high front fences to protect themselves from the noise of the traffic.

The most visually dominant elements that give distinction to this otherwise nondescript street are the two storeyed late Victorian terraces on the south side and the two storeyed late Victorian corner store at the south-east corner of Chapel and Inkerman Streets. Together they establish a late Victorian environment forming a discrete section of Inkerman Street which has been mostly rebuilt since the Second World War. The terraces at nos. 275-281 have pediments and window details which are identical with the terrace at nos. 255-269. The window heads have very slightly segmental forms with drip moulds and bracketed sills. At nos. 275-281 they occur in pairs but at nos. 255-269 they are arranged in groups of three. The parapets are characteristic of their time with central curved pediments supported on pilasters and ornamented with anthemions and volutes. There are identical urns giving emphasis to the party walls and punctuating the skyline but many of these are missing. The street level facades are in two forms, nos. 275-281 and 269 having shop fronts and the nos. 255-267 having loggias with Romanesque arcaded treatments. There are palisade iron fences to the loggias and whilst some of the front doors have been replaced, these dwellings survive with a high level of integrity. The same cannot be said of the shops, however, all of the shop fronts with the exception of no. 179 having been replaced. The verandahs have also been removed, the reconstruction of the kerbs and channels destroying any evidence of the columns types and locations. To the immediate west of no. 255 is a terraced pair adopting a similar form to the other terraces. It runs to the corner of Camden Street and is important in this respect giving the longer terrace at nos. 255-269 an enhanced presence in the street. There is a corner splay and elaborately decorated upper level windows with aedicules and bracketed sills. The parapet is plain, however, and may have been simplified over the years. At street level, the shop fronts have been replaced and the presumed verandahs removed.

The corner store at Chapel Street marks the point of entry to the Area from the west. Its parapet treatment with shallow pediment is suggestive of an earlier date than the terraces further to the east, the form and ornamentation being characteristic of the mid Victorian period. There is quoining to the corner splay and upper level façade corners and the window surrounds are understated in the manner of the period. There is a later cantilevered verandah to the defaced shop fronts but the balance of this imposing building is substantially intact.

The remainder of this Area is made up of isolated Victorian period buildings and Post Federation dwellings with some recent houses and flat blocks. There are two polychrome brick villas, one being two storeyed in the terraced form facing no. 251, a timber cottage with posted verandah and ashlar front at no. 233 and a stuccoed villa on the north-east corner of Inkerman and Chapel Street which has interesting intaglio work. The latter dwelling reinforces the late Victorian point of entry to the Area from the west whilst all of the buildings powerfully underscore its nineteenth century origins.
The Post Federation dwellings are of both timber and brick construction and often in pairs in the manner of the period. The majority is situated on the north side of the street and is frequently concealed from view by high front fences. These houses are representative of their period having dominant overhanging gable ends, window hoods, red brick and stuccoed surfaces and small porches, the dwelling pairs usually being mirror reversed. The timber picket fence at no. 196 appears to be original.

During the Post War period the level of visual amenity has declined as a result of increased traffic flows leading to the construction of high front fences and as a consequence of the demolition of contributory buildings and their replacement with flat blocks. Minor works that have compromised the integrity of the Area include the replacement of shop fronts and posted verandahs as has been noted, window replacement and the overpainting of face brick surfaces. The flats at nos. 247-249, whilst not contributing to the cultural values of the Area are of architectural value for their use of cement block in the manner popularized by the manufacturers of these materials during the 1960s. The façade elements are cleanly defined in the Modernist tradition whilst highly representative instances of the use of cement block products occur in the end walls, screens and textured walls.

Figure 6.13–1 – Inkerman Street, south side, looking east from Chapel Street at a point of entry to the Area
Figure 6.13–2 – Terrace at nos. 255-269 Inkerman Street.

Figure 6.13–3 – Terrace at nos. 275-281 Inkerman Street.
Figure 6.13–4 – Inkerman Street, north side, showing the Post Federation period dwellings and Victorian buildings in the middle distance.

6.13.2 History

The Kearney Map of 1855 shows that Inkerman Street beyond Chapel Street was on the edge of the urban area of the metropolis, there being no buildings within the area under consideration. The first land sales occurred in October, 1857 when blocks of almost an acre were successfully auctioned at the Inkerman/Chapel Streets corner. The land was advertised in glowing terms and on the basis that it was soon to be the centre of St. Kilda. Inkerman Street was one of the first named streets, but by the end of 1857 it had been joined by Little Inkerman Street (Evelyn Street) and Little Alma Street (King Street). Queen Street was soon formed out of the allotment situated on the northeast corner of Chapel and Inkerman Streets and in the same year, the next block east was for sale.

Although the Windsor to North Brighton railway extension was opened in December, 1859 with a railway station at Balaclava on Carlisle Street, development followed slowly. By 1860 there were six properties east of Chapel Street on the north side of Inkerman Street, including Mrs Heath’s Ladies School, the “National School” and a Mr. Holland, who was a wine and spirit merchant. However there were only two houses east of Chapel Street on the south side, with vacant land between them. Queen, King, and Evelyn Streets were yet to be listed in the Sands and McDougall Directory of 1860, presumably having no settlement. Commander Cox’s Plan of 1866 shows that houses had been built in Queen, Evelyn and Camden Streets whilst Inkerman Street remained comparatively vacant.

By 1873 J.E.S. Vardy’s survey plan showed that the number of houses in Inkerman was gradually increasing but the site of the present terraces at nos. 251 and 255-269 was vacant and occupied in 1879 by Brunning’s Nursery. None of the surviving early houses in this area had been built at the time Vardy’s plans were prepared.

227 Cooper, p. 112.
229 MMBW plan, 1879.
A new era in the consolidation of development in the Area occurred following the opening of the Prahran cable tramway along Chapel Street on 26th. October, 1888. By 1890 the north side of Inkerman Street was occupied by 6 houses between Chapel and Evelyn Streets. It is thought that the majority of these survive. The south side by this time had become a focus for commerce and included two grocers, a centre for “professional dancing”, two butchers, a fruitier, a baker and a dairy. The terraced shops in which these businesses were situated are extant, having been built in 1889\(^{230}\).

By 1911 the final phase in the initial development of the Area was well underway, there being 11 dwellings on the north side of Inkerman Street between Chapel Street and Evelyn Street, with four vacant lots immediately after Evelyn Street. The south side had twenty-four dwellings/shops between Chapel and Nelson Streets. Although there was a dress maker and a music teacher on the north side, commerce still predominated on the south side, with eleven businesses, mostly towards the railway line.

The Chapel Street cable tramway service was closed on 28th August, 1926 and replaced by the present electric service on 19th. December of that year.

Figure 6.13–5 – Extract from Kearney’s map of 1855.

Source: SLV

\(^{230}\) Sands and McDougall directories. Rate book information to be added to this draft.
Figure 6.13–6 – Extract from commander Cox’s map of 1866.

Source: SLV.
6.13.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs

6.13.4 Statement of Significance

Settlement of the Inkerman Street (East) Area commenced in 1857, attaining its present form following the opening of the Prahran cable tramway along Chapel Street in 1888. This Area is limited to Inkerman Street between Chapel Street in the west and places associated with Evelyn and Linton Streets in the east. It is historically and aesthetically significant.

It is historically significant (Criterion A) for its capacity to demonstrate the impact of the late Victorian Land Boom in the suburbs of the Metropolis served by the cable tramway network. The villas and terraced developments constitute a striking testimony to the impetus for development provided by the cable tramways and the momentum of the Land Boom. This significance is enhanced by the mix of residential and commercial development of the Victorian and Post Federation periods which demonstrates the patterns of settlement characteristic of a society dependent on public transport systems for medium distance journeys and walking for other trips including daily shopping trips.

It is aesthetically important (Criterion E) principally for the dominant terraced developments of the Land Boom era which whilst being representative of their time in many respects are also exceptionally large for their locality. This dominance imparts identity to Inkerman Street which has been largely rebuilt in the Post War period. The Post Federation period houses have aesthetic value to the extent that they demonstrate different housing forms characteristic of the succeeding period of development, their importance lying in the ability to compare one with the other.
6.13.5  Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.13.6  Assessment

Andrew Ward, August, 2000
6.14 Carlisle Street (East) - HO316

Existing Designations:

| Heritage Council Register:        | nil |
| National Estate Register:        | nil |
| National Trust Register:         | nil |

6.14.1 Description

This Area is situated at the east end of Carlise Street at Hotham Street and encompasses Hawsleigh Avenue. Whilst there is representation from the nineteenth century and Post Federation periods, the Area is dominated by Inter-War structures, most notably the St. Colman’s Catholic Church complex and the walk-up apartments of Carlisle Street and Hawsleigh Avenue. Both the church and church hall are dominant Italian Romanesque Revival structures in red brick and unpainted cement highly representative of the church’s best work of the day. Their gable roofed facades are balanced by pavilions intended to support towers, only one of which has been built, its distinguishing cupola being a local landmark. Both buildings are connected by a high brick wall of the Inter-War period that conceals more recent buildings behind. There are several dominant two storeyed Inter War apartment developments formed around courtyards. They have low front fences and spacious garden settings. “Hawsleigh Court” is in the Mediterranean Style with Tuscan columns to two storeyed loggias facing Hawsleigh Avenue. They are located at the end of wings enclosing a central courtyard. Comparable developments include “Triona Court”, “Hillsden Court” and “Merri Court” whilst others of the period that contribute to its importance are “Waikato” and “Charters Towers”.

“Astolat” is a remarkable English Cottage style Inter War apartment complex prominently situated at the Hawsleigh Avenue corner. Its picturesque gabled roofs, tall chimney stacks, half timbering, shingles, porches and ironmongery represent best practice of their time, the extensive use of rustic clinker bricks establishing links with other contemporary buildings, including “Charters Towers” and the Kollel Beth Hatalmud Yehuda Fishman Institute opposite as well as a number of other buildings further afield. There is stylistic diversity here, Georgian fanlights, lancet archways, drip moulds, cast cement lamp posts, Tuscan columns, picturesque roof lines and the heavy handed Romanesque forms of the Catholic Church being typical of elements imparting aesthetic value.

The buildings of earlier periods have a subordinate but nevertheless important role. The presence of large nineteenth century villa residences is demonstrated by “Oakview”, recently named presumably after the large oak tree in the expansive front garden, and the “Meryula Guesthouse, defaced at the time of its conversion into a guesthouse but being readily recognizable as a substantial modified Victorian villa. The east side of Hawsleigh Avenue is dominated by Post Federation duplex dwellings with characteristic highly decorated gable ends, fretted verandah ornamentation, casement windows with lead lit upper lights and red brick walls with rough cast banding.

Whilst the Inter-War period buildings have survived with a remarkable degree of completeness, changes to the Post Federation period houses include overpainting, the removal of front fences and the replacement of some verandah posts. There are also instances where the formerly pretty cottage front gardens have been paved to accommodate off street parking and one example of a carport built in the diminutive frontage setback.
Figure 6.14–1 – Carlisle Street, looking east from the St. Colman’s Catholic Church and demonstrating their importance in the streetscape.

Figure 6.14–2 – “Meryula Guesthouse”, formerly “Meryula”, demonstrating the impact of the 7/Eleven store and car park alongside. “Astolat”, 1934.
Figure 6.14–3 – “Astolat”, 1934

Figure 6.14–4 – The north side of Carlisle Street, looking east from the Kollel Beth Hatalmud Yehuda Fishman Institute which is diagonally opposite “Astolat”.

Figure 6.14–5 – “Hawsleigh Court” apartments, showing the courtyard development form characteristic of the Inter war years.

Figure 6.14–6 – The east side of Hawsleigh Avenue. Notice the cars parked in the frontage setbacks.

6.14.2 History:

Carlisle Street was one of the first named streets in St. Kilda, having been officially proclaimed in July 1857. Before this time the western section was known as Beach Road, and the eastern section Balaclava Road. The Area was vacant, Kearney’s map of 1855 showing some fence lines and “Springfield House”, the only residence close by, facing west across Hotham Street. By 1860 only
Andrew Murray’s house stood on the north side of Carlisle Street east of the railway line. However there were six residences on the south side east of the railway line, with a further two east of Bull Street\footnote{Sands and McDougall directory, 1860.}. J.E.S. Vardy’s map of 1873 shows that there were three villas on the south side of Carlisle Street, since demolished, and three on the north side, present no. 366 surviving as the only remnant of this formative period in the settlement of the Area.

By 1890 there were six properties on the north side of Carlisle Street, one of them being Walter William’s “Meryula”, surviving today as the “Meryula Guesthouse”. There was another five between Julia Avenue (now Carlisle Avenue) and Hotham Street.

The Prahran and Malvern Tramways Trust, opened its Hawthorn Road to The St. Kilda Esplanade electric tramway in April 1913\footnote{George, B., Storey, D., Birch, J., et. al., Time-line History of Melbourne’s Government Cable and Electric Trams and Buses, (Melbourne, Association of Railway Enthusiasts), 1997.}, conveying the residents of the burgeoning south-eastern suburbs to the waterfront. It paved the way to the redevelopment and closer settlement of the land through which it passed leading to the subdivision of the larger holdings into Carlisle and Hawsleigh Avenues with their attendant Post Federation period duplexes and Inter War apartments and bungalows. The Catholic Church erected its church and hall at St. Colman’s in 1929 and 1939 respectively, architect Leslie J. Reed’s design for “Astolat” being prepared in 1934.

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\caption{Figure 6.14–7 – Extract from Kearney’s map of 1855}
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\textit{Source: SLV}
Figure 6.14–8 – Extract from J.E.S. Vardy’s survey plan of 1873.

6.14.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs Developing cultural institutions and ways of life
- Developing cultural institutions and ways of life

6.14.4 Statement of Significance

The Carlisle Street (east) Area was established during the late 1850s and consolidated during the late nineteenth century Land Boom. Closer subdivision followed Federation and the opening of the Prahran and Malvern Tramways Trust electric tramway service along Carlisle Street in 1913, leading
to the erection of several apartment developments and the St. Colman’s Catholic Church complex during the Inter-War period. The Area is historically and aesthetically significant.

It is historically significant (Criterion A) for its capacity to demonstrate the periods of growth characteristic of the Carlisle Street corridor and including the mid Victorian period, the late Victorian Land Boom, the Post Federation recovery and the Inter War years during which flats were regarded as smart and progressive accommodation causing the City of St. Kilda in one year during the 1930s to attract one third of all metropolitan flat development233.

It is aesthetically important (Criterion E) for the manner in which the Inter War period apartments and institutional buildings dominate the area, their high standards of design imparting a strong sense of identity and stylistic diversity. Important contributory elements include the St. Colman’s Italian Romanesque Revival Church complex, the courtyard apartments in the Mediterranean and related styles, English cottage style apartments and other buildings along with the garden residential environment.

6.14.5 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.14.6 Assessment

Andrew Ward, August, 2000

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233 Port Phillip Heritage Review, p.33.
6.15 **Hotham Street (Balaclava) - Ho317**

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6.15.1 **Description**

This small area is made up of a group of prominently situated houses on the east side of Hotham Street to the immediate north of The Avenue intersection. Together with other houses in Hotham Street they mark the edge of the closely settled suburbs of the Land Boom years that followed the Brighton Beach railway and which contrast in this locale with the villa residences established in spacious grounds to the immediate east in the same period. Of the seven dwellings in the Area, four are built as a two storeyed terrace and the remaining three as detached asymmetrical villas. They have similarities in that they are stuccoed and have Romanesque arched windows with vermiculated ornamentation. The detached villas have further similarities including the use of cabled colonettes to the windows and faceted window bays, the house at no. 125 being further distinguished by the cast iron lace ridge cresting to the roof of the faceted front bay.

Today, hedges and high front fences partially obscure the houses from view although the corner aspect of no. 125 and the two storeyed terraced form of nos. 113-119 cause this group of buildings to stand out in the Hotham Street streetscape.

![Figure 6.15-1 – The terrace at nos. 113-119 showing the Romanesque window heads that are a characteristic of the houses in this Area.](image-url)
6.15.2 History

The Kearney Map of 1855 shows that the three houses situated on the west side of Hotham Street south of Carlisle Street were close by “Springfield House” to the north-east but in every other respect remote from settlement. Hotham Street was overlooked by vacant paddocks and remained so following the opening of the Windsor to North Brighton railway on 19th. December, 1859. The situation was unchanged when J.E.S. Vardy prepared his survey plans in 1873, closer suburban settlement at that time being nearer to Balaclava railway station in William Street.

It was not until the height of the Land Boom that speculative builders Philip Corkhill and William and Leigh Farr made substantial land purchases in the area. Corkhill was associated with John E. Gourlay after whom nearby Gourlay Street was presumably named and who was a director of James Miram’s Premier Building Association. When the Premier was liquidated in 1890, Gourlay was accused of conspiring to grant loans to Corkhill among others on the pretended security of certain lands and in excess of their value via a pretended sale\(^\text{234}\). Whilst Corkhill had purchased the land on which nos. 121 and 123 Hotham Street were to be built, it was one of the Farrs who actually built the present houses in 1888, ownership being in the name of Thomas Farr by 1889. Farr also built the terrace at nos. 113-119 as well as other houses in the locality. Their speculative activities had transformed this section of Hotham Street, extending west to William Street; The Avenue and Gourlay Street being almost completely built up by the onset of the depression of the early 1890s. By the turn of the century, nos. 121-125 were in the hands of the Northern Assurance Company.

Figure 6.15-3 – Extract from J.E.S. Vardy’s survey plan of 1873 showing the land on which the houses in this Area were to be built at that time.
6.15.3 Statement of Significance

The Area occupied by the houses at nos. 113-125 Hotham Street, Balaclava, whilst initially occupied from the 1850s, did not take its present form until 1888 when all of the houses were erected. This area is historically and aesthetically significant.

It is historically significant (Criterion A) for its capacity to demonstrate the activities of a locally prominent family of speculative builders and investors by the name of Farr, William, Thomas and Leigh being involved in the construction and financing of these quite ostentatious houses as well as others in the locality.

The Area is aesthetically significant (Criterion E) for the manner in which all of the buildings incorporate details, especially including the Romanesque arched windows, vermiculated ornamentation and cabled colonettes, that identify them as the work of the one builder and which as a consequence offer insights into the interpretation of the history of other houses in the locality. They are important also for their prominence along Hotham Street, the greater part of this thoroughfare having been rebuilt during the Post War era. They survive today to mark the limit of the sphere of influence of the Brighton Beach railway as a catalyst for suburban development during the late nineteenth century.

6.15.4 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.
6.15.5 Assessment

Andrew Ward, August, 2000
6.16 Brighton Road (Elwood) - Ho318

**Existing Designations:**

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**6.16.1 Description**

This Area occupies most of the triangle formed by the Brighton Road, Glen Huntly Road and Burns Street, Elwood. It is situated at the point where the Brighton Road is renamed the Nepean Highway. Glen Huntly Road marks the Municipal boundary with the City of Bayside, facing Elsternwick Park.

The architectural themes that recur in this Area and establish its character are those of the Arts and Crafts movement and more particularly a product of that movement: the Californian Bungalow. Whereas Heaton Avenue and Burns Street are occupied almost exclusively by houses, Inter War apartments punctuate the Glen Huntly Road and Brighton Road streetscapes. A small number of flat blocks has been built in Heaton Avenue and Burns Street during the Post War period.

The Brighton Road streetscape has the Elsternwick Hotel at its south end. This exceptionally early two storeyed hotel is a prominent landmark, now compromised by advertising signage. There are recent flats on the site of “Normanhurst” to the immediate north but the majority of the remaining buildings are of the Inter War period, exceptions being the Post Federation period villas at nos. 243 and 231 on the corner of Heaton Avenue and Burns Streets respectively. “Taradale” at no. 229 marks the commencement of the Area at the north end. It is a prominent three storeyed Moderne apartment block with a stepped façade, low front fence and wrought iron gate. The prominence of this building plays an important role in the definition of the Area, the housing stock to the immediate north being either defaced or replaced by Post War flats.

Glen Huntly Road is dominated at its western end commencing at Heaton Avenue by Arts and Crafts bungalows, nos. 153, 155, 159 “Kilwex” and 161 “Maytime” being important contributors to this streetscape character. The use of bungalow roof forms, clinker bricks and rough cast, tapered chimneys, cement sheet shingles at “Maytime” and cobble stones at “Kilwex” as well as many other devices firmly establishes the presence of the Arts and Crafts idiom in this locale. Further east, Inter War apartments at nos. 167 and 173 “Greenmount” constitute a consistent change in their use of Moderne forms.

Burns Street and Heaton Avenue slope gently to the south-west and have mature plane tree avenues with asphalt footpaths in common with many of Elwood’s Streets. The high ground in Burns Street has been captured by “Broadhinton”, a distinguished two storeyed asymmetrical Victorian villa with cast iron decoration recalling the work of John A.B. Koch seen also at “Narellan” in Brighton and elsewhere. On the north side of the street are Edwardian period duplexes and Arts and Crafts apartments (“Arranmore” at nos.24-26) and bungalows. On the south side, Californian Bungalows predominate with transverse gabled roofs, dormers and a massive cypress hedge at no. 15. In some instances doors and windows have been replaced and car spaces have been provided in the front gardens. Picket fences have been erected in front of bungalows and there are some upper level additions set well back so as not to intrude on the streetscape.
Figure 6.16–1 – “Taradale” at no. 229 Brighton Road defines the northern extremity of the Area.

Figure 6.16–2 – “Maytime” is an exceptional Arts and Crafts influenced bungalow amongst others facing Glen Huntly Road.
In Heaton Avenue Californian Bungalows dominate, often demonstrating Arts and Crafts influences. There are ship lapped low front fences, occasional replacement picket fences and an Indian bungalow at no.11. This street survives with a high level of integrity.

6.16.2 History

Whilst the Arthur’s Seat Road had been in existence from at least the 1840s and the railway to North Brighton from December, 1859, the only building to be erected in this Area was the Elsternwick hotel, from 1854. The original portion survives today to the north of the higher and more grandiose corner section. By 1873, J.E.S. Vardy’s survey plans of the Borough of St. Kilda show that this Area had been subdivided, Burns Street had been formed but the land was mostly vacant. J. T. Nankivell’s house on Brighton Road to the north of Burns Street occupied an L shaped block with a secondary frontage to Burns Street where there were outbuildings. Further west, the low lying swamp lands of Elwood would not be drained until 1905 with the construction of the Elwood canal.

The opening of the Brighton Road cable tramway on 11th. October, 1888, whilst stopping short of the Glen Huntly Road corner at Chapel Street, prompted expectations that it would be extended. An auctioneer’s poster of the era advertised land facing the Brighton Road with the cable tramway in the form of an “extension” running down this roadway and turning south in front of the Elsternwick hotel along New Street in the direction of Brighton. Further west, an extension of the St. Kilda railway was anticipated with stations at Elwood and near New Street. In spite of the high hopes, though, Brighton Road had to settle for the plateways of the market gardeners conveying produce from the south-east to the City from the 1880s well into the twentieth century. In 1906 Melbourne’s first successful electric tramway service was opened by the Victorian Railways along the projected route of the St. Kilda railway extension. By this time, there were three houses on the north side of Burns Street, including “Broadhinton” and another on the south side. Heaton Avenue had been formed and subdivided, although no development had taken place, and there were four houses facing the Brighton Road, including “Normanhurst” alongside the Elsternwick hotel. Today, only the hotel and “Broadhinton” demonstrate this phase in the history of the Area.

In 1913 the Prahran and Malvern Tramways Trust opened its Glen Huntly Road electric tramway from Darling Road, East Malvern, to Brighton Road outside the Elsternwick hotel. It was extended to Point Ormond along Glen Huntly Road on June 4th, 1915, thereby connecting Melbourne’s south-eastern suburbs with the beach but doing little for the residents in the vicinity of Brighton Road in terms of their travel times to the City. It was not until August, 1926 that the present electric tramway along Brighton Road was opened. By this time, the Area was substantially built up, many of the apartment developments, including “Taradale” on Brighton Road following in the next decade.

6.16.3 Thematic Context

- Building settlements, towns and cities
- Planning urban settlement
- Making suburbs
Figure 6.16–3 – Auctioneers’ poster for land facing Brighton Road capitalizing on the prospect of tramway and railway services being extended south from existing termini, (pre 1906).

Source: SLV: Vale Collection.
Figure 6.16–4 – An extract from J.E.S. Vardy’s survey plan of 1873 showing the absence of development in the vicinity of the Brighton Road/Glen Huntly Roads corner.
Figure 6.16–5 – Extract from MMBW litho no. 48 showing the extent of development shortly after the opening of the Victorian Railways electric tramway service to the west in 1906.
6.16.4 Statement of Significance

The Brighton Road (Elwood) Area occupies the triangle defined by the Glen Huntly and Brighton Roads and Burns Street. It remained sparcely settled during the nineteenth century, being successfully subdivided and developed in its present form by the 1920s. It is aesthetically significant.

It is aesthetically significant on account of its tree lined residential streets and inter-war house forms showing Arts and Crafts influence and which together demonstrate residential planning practices in middle class areas during the early years of the Garden Suburb Movement in Australia. This significance is enhanced by the stylistic diversity of the houses which include representative Californian Bungalows and bungalows and Federation period villas having exceptional Arts and Crafts details.

Less prominent but valuable contributors to the aesthetic values of the area include the Elsternwick hotel and “Broadhinton” and the Moderne apartment developments of the 1930s. The aesthetic values of the Area are strengthened by its intact state.

6.16.5 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.16.6 Assessment

Andrew Ward, August, 2000
6.17 Swallow Street (Port Melbourne) - Ho382

Existing Designations:

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6.17.1 Description

The precinct consists of a group of well preserved, single and double-fronted timber Victorian and Edwardian dwellings, characterised by:

- rectangular blocks, generally with frontage widths of 10m with rear right of way vehicle access;
- single storey verandahed form with some ornate cast iron;
- carved and fretted timber detailing; and
- pitched hipped and gabled roof forms with originally corrugated iron roof cladding with chimneys.

The precinct is all located on the west side of Swallow Street and face the former railway yards, since redeveloped. The precinct is serviced by a rear right of way with some remnant bluestone pitchers and a new asphalt surface with a new-pitched gutter, extending from Swallow Street at the side of 77 to Morley Street behind 49.

Figure 6.17–1 – Swallow Street, Port Melbourne

6.17.2 History

Swallow Street was among one of the last areas west of the railway to be developed, before the construction of Garden City estate in the 1920s. Following construction of the railway in 1854, the
foreshore area to the west was subdivided into 157 allotments in 1866 and the present line of Swallow Street was surveyed.

Swallow Street was named after a prominent local industrialist and biscuit maker and philanthropist, Thomas Swallow, who was the director and founder of the firm Swallow & Ariell. He was elected to the first municipal council of 1860, was mayor 1861-2 and eventually retired in 1875, after exerting a considerable influence on local politics and sport.

When the survey was carried out there were two groups of existing buildings, along with a number of similar informally sited masonry structures to the south facing the bay, possibly fishermen’s huts. To the west was a permanent reserve, while the Torpedo Depot, with its jetty, was located facing the bay at the back of Block 67. A public baths enclosure was next to it. On the east was the Port Melbourne Railway Station and yards, feeding onto Railway Pier. The blocks were isolated from any other residential area, further isolated by the railway connecting Port Melbourne to Station Pier.

The blocks fronting Swallow Street were sold from 1892 onwards, during the Victorian / Edwardian era. An aerial view of Swallow Street in 1945 shows that the houses of Swallow Street all faced the railway yards, with a 1937 Misson to Seamen, Moderne style building set between them and the bay (since demolished).

Separated by a large area of vacant ground, as well as the railway line, the close settlement pattern of Swallow Street was repeated in the multiple blocks to the northeast (Alfred and Albert Streets). To the northwest, the Garden City estate was later developed with its distinctive street pattern and lot shapes.

At the end of the property boom in the 1980s, Swallow Street was under threat of acquisition for development for the area now known as Beacon Cove. One of the property owners, Caroline Baum, wrote an article about her experience as a new home buyer of 1985 who had heard of development prospects and welcomed the thought of new facilities and housing in the area. The Director General of Transport had written to the previous owners of their house assuring them that Swallow Street was under no threat of the advancing plans. In the following year a ‘speculator’ wrote to the resident in Swallow Street asking for an option on their properties. The street’s solidarity meant that no one responded (Baum 1987).

Labor Party Senator, Olive Zakharov, lived in the street (23A) allowing access to the Federal Government, specifically Tom Uren, Property and Services Minister. Caroline Baum saw no similar access to the State Government. Instead, the Port of Melbourne Authority circulated a brief showing the street as part of a new development option without prior consultation with residents (Baum 1987). Their fight continued, allowing the preservation of the street, which is now surrounded by apartments where once there were railway yards and open fields. Olive Zakharov appeared in “Who’s Who in Australia” for the first time soon after this struggle.

6.17.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
Figure 6.17–2 – City of Port Melbourne, Parish Map 1876
Figure 6.17–3 – Port Melbourne foreshore, including the Mission to Seamen Building and Swallow St
6.17.4 Comparative Analysis

Swallow Street is similar to other Victorian and Edwardian Streets in Port Melbourne and displays a common level of integrity. Swallow Street is a testament to the unique history in the fight against the developers of the 1980s boom. The location of the precinct to Beacon Cove maintains the historic link as an area physically detached from other residential areas in Port Melbourne. Swallow Street is the only surviving remnant pocket of typical nineteenth century building stock south of Graham Street and as rare as an isolated development due to the initial construction of the railway line.

6.17.5 Statement of Significance

What is Significant?

The Swallow Street precinct comprises all of 49-77 Swallow Street, Port Melbourne.

How is It Significant?

The Swallow Street heritage precinct is of local historic, aesthetic and social significance.

Why is It Significant?

Historically, Swallow Street is important as a distinct residential subdivision that has always been physically detached from other residential areas in Port Melbourne, further detached by the construction of the railway line to Princess Pier. This is still expressed by its contrast with the surrounding new residential development.
The subdivision represents the significant growth in the locality during the Edwardian-era transport boom within Port Melbourne.

Aesthetically, Swallow Street is a group of well preserved Victorian and Edwardian buildings that displays externally intact characteristics from those eras, generally larger than the more typical smaller cottages that predominate elsewhere in Port Melbourne.

Swallow Street gained social significance during the 1980s boom with its well-publicised role in the fight by local residents against a major development incursion into the area, and their success as measured by the almost incongruous presence of this street in a sea of recent housing development.

6.17.6 References
5. Land Victoria aerial views 1945;
6. MMBW Record Plans;
7. Municipal Rate Books;
8. Panel Report, Amendment C5;
9. Pat Grainger, Port Melbourne Historical Society;
11. Reed, HG 1892 ‘Port Melbourne’ survey plan S221R (SLV);
14. ‘Who’s Who in Australia’ (WWA) 1993; 1380 Olive Zakharov entry, lives Elsternwick
15. (Resident of Swallow Street believes that 23 (rear of 23A) is thought to have been the area’s first Customs House.)
17. G Butler, 2001, Cites

6.17.7 Recommendations

Buildings, front fences and street trees recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.17.8 Assessment

Graeme Butler & Associates and City of Port Phillip, June 2004
6.18 Chusan Street (East St Kilda) - Ho385

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### 6.18.1 Description

The Chusan Street streetscape consists almost entirely of modest single-fronted weatherboard cottages which were erected between 1885 and 1888. The exceptions amongst the significant buildings include two double-fronted Victorian villas: one, at No 9, having an asymmetrical frontage, and the other, at No 25, with a symmetrical frontage. The Edwardian house at No 5 is a single-fronted brick cottage with a rendered finish and rough-cast gable end. All significant houses have simple roof forms, clad in corrugated galvanized steel; about half have hipped roofs (No 1, 3, 7, 9, 15, 27) while others have pitched roofs, with gable ends to the street (Nos 13, 17, 29, 31, 33, 35). Several houses still retain original rendered brick chimneys with moulded caps.

Most of these cottages retain verandahs: variously with bullnosed (No 25), concave (Nos 31, 33, 35) or conventional skillion roofs (Nos 13, 15, 17) supported on plain (No 15), stopchamfered (No 27, 29) or turned (No 13, 17) timber posts, with friezes of cast iron lacework (Nos 1, 3, 15, 29, etc) or timber palings (No 13). Some verandahs (eg No 5, 25) have been entirely rebuilt in the mid-twentieth century with metal pipes or mild steel trellises. Most of the Victorian houses retain original timber-framed double-hung sash windows, with moulded external architraves, and have four-panel timber doors, some with sidelights (eg Nos 7, 13, 17) or highlights. Some houses, such as No 25, have new windows. Several houses are embellished with scrolled eaves brackets (Nos 7, 15, 27) or a dentillated frieze (No 7), while the three houses at the southern end (Nos 31, 33, and 35) retain distinctive loopy timber bargeboards.

There are two entirely non-contributory buildings. One, at No 21, is a double-storey block of eleven flats, of cream brick construction with a hipped roof of terracotta tiles. The other, at No 37, is a single-storey clinker-brick townhouse with a steep tray-deck skillion roof.

Chusan Street itself retains its bluestone gutters and has a narrow asphalt footpath without a nature strip. The houses display a variety of front fences, none of which appear to be original. Many have low timber picket fences (No 5, 9, 15, 25, 27, 31-35) which are sympathetic in style, but there are also more intrusive taller fences in brick (No 3, 13), timber palings (No 17), timber trellis (No 29) or ripple iron (No 1).

### 6.18.2 History

Chusan Street first appears in the St Kilda rate book for 1885-86 (dated 25 January 1886), comprising six three-roomed houses and one four-roomed house, all of timber construction. Four of these houses were owner-occupied: George Cooper, gardener, at No 1; James Beach, labourer (exact address unclear), Thomas Hutchinson, gentleman, at No 27 and Alfred McGuire, painter, at No 29. One house was owned by Mr Williams and occupied by a tenant, Christina Gallagher, and another two were vacant (actually designated as ‘unfinished’), owned by M J Mulvany.

The ensuing eighteen months evidently saw much building activity in Chusan Street, with the rate book for 1887-88 (dated December 1887) listing twelve new houses, which effectively filled out the entire street from Nos 1 to 37. The new occupants included William Connell, painter, at No 13; Arthur Feiman, carter, at No 17, Joseph Fairey, bricklayer, at No 21; John Lezona, carpenter, at No 33, and Thomas Stephenson, painter, at No 37. Most of the residents were tenants, with only about
one third being owner-occupants. At this time, all properties were rated as three-roomed timber houses, all with a net annual value of £22 except for Nos 21 and 25 (NAV £24).

The only significant change before the turn of the century was the demolition of the house at No 5, which disappeared from the rate books in the 1890s and was rated as vacant land by 1900. The rate book for 1900 also indicates a trend reversal since the 1880s, in that most residents were now owner-occupants, with only one-third being tenants. At that time, the occupants included a bootmaker, a police constable, two tram employees, a jockey, a groom and a horse dealer. The only original resident still living in Chusan Street at that time was Joseph Fairey at No 21.

Relatively few changes were made to the Chusan Street streetscape during the twentieth century. A new house was built on the site of No 5 in c.1909 – it first appears as a ‘vacant’ house in the 1910 directory, and subsequently occupied by one Frederick Mackie. The large house at No 21, home of Joseph Fairey for many years, was finally demolished for a new double-storey block of flats which appears in the directory for 1964. The last new house was a clinker-brick villa at No 37, erected in the 1970s.

6.18.3 References
1. MMBW Plan No 45 (c.1903)
2. St Kilda Rate Books, 1884 to 1900. PROV.

6.18.4 Thematic Context
Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs

6.18.5 Comparative Analysis
Modest workers’ housing of this type proliferated in Melbourne’s inner suburbs in the late nineteenth century, most notably in such areas as Richmond, Collingwood and Brunswick. It was also widespread in Port Melbourne, where it was subject to close scrutiny by the slum abolition movement of the 1930s. In the heritage precincts documented in the Port Phillip Heritage Review, Andrew Ward has identified numerous areas of comparable timber workers’ cottages in St Kilda, including unspecified side streets off Charnwood Road (down the hill from Wellington Street), and the area on the east side of Brighton Road (to the north and east of the public buildings and railway). The latter evidently includes Camden Street (east side only), Lynnot Street, Duke Street, Nightingale Street, Gibbs Street, Rosamund Street, Marlborough Street and parts of Pakington Street, where rows of single-fronted timber worker’s cottages remain, mostly still in a relatively intact condition.

This housing typology, however, became much less common east of the railway line. Inspection of MMBW plans No 45 and 47 shows that, at the turn of the century, there were comparable rows of single-fronted timber workers’ cottages in Young Street, Jervois Street, King Street and Leslie Street, as well as Chusan Street. These streetscapes survive today in various states of intactness. Many of the cottages in Jervois Street and Young Street, for example, have been demolished for inter-war and post-war developments, and those few which remain have, for the most part, been unsympathetically altered. The seven cottages at the northern end of King Street still remain as a cohesive row, but are still far less intact than their counterparts in Chusan Street. In Leslie Street, there has also been considerable post-war redevelopment, although a row of relatively intact six single-fronted timber cottages survives at Nos 13 to 23. This streetscape, however, is less cohesive than Chusan Street, where only two of the seventeen properties in the street are non-contributory.
Not only is Chusan Street the most cohesive amongst the remaining rows of modest nineteenth worker’s housing in East St Kilda, but it is also the most easterly example of this typology in the entire municipality. The MMBW maps, prepared around the turn of the century, indicate that nineteenth century residential settlement, in general, was much sparser to the east of Hotham Street, and was limited to large mansions estates and some small pockets of detached Boom-period villas in brick and timber.

6.18.6 Statement of Significance

What is Significant?

The Chusan Street precinct comprises all those properties along the western side of Chusan Street, East St Kilda, numbered 1 to 37 and consisting overwhelmingly of intact singlefronted Victorian timber cottages.

How is It Significant?

The Chusan Street Precinct is of historical significance to the City of Port Phillip.

Why is It Significant?

Consisting almost entirely of single-fronted timber cottages erected in 1886-88, and initially occupied mostly by tradesmen, the Chusan Street Precinct is a representative and largely intact example of the type of modest working-class housing which proliferated in the inner suburbs in the last three decades of the nineteenth century. Within the City of Port Phillip, this typology was and is widespread in areas such as Port Melbourne and South Melbourne, but is less common in St Kilda, and becomes increasingly rarer as one moves further east. The Chusan Street Precinct is the most intact and extensive collection of such housing in East St Kilda, and the most easterly example in the entire municipality.

6.18.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.18.8 Assessment

Figure 6.18–1 – MMBW Plan No 46 (c.1903) showing fully-developed Chusan Street

Figure 6.18–2 – Chusan Street, East St Kilda - looking north
Figure 6.18–3 – Chusan Street, East St Kilda - looking south

Figure 6.18–4 – Edwardian house at No.5 Chusan Street (1905)
Figure 6.18–5 – Double fronted house at No 25 Chusan Street, East St Kilda
6.19 Godfrey Avenue/Raglan Street (East St Kilda) - Ho386

**Existing Designations:**

| Heritage Council Register: | nil |
| National Estate Register: | nil |
| National Trust Register: | nil |

6.19.1 Description

The built fabric in Godfrey Avenue consists overwhelmingly of semi-detached pairs of single-storey brick dwellings in the Queen Anne Revival style, popularly referred to ‘Federation’. These houses are typically asymmetrical in composition, with irregular hipped or gabled roofs clad in red terracotta tiles. The face red brick walls are articulated with roughcast rendered banding, and trims to chimneys and to the door and window openings. Many of the houses have curved bay windows, with spandrels above or below infilled with shingles, roughcast render of pressed metal. Windows are typically casement sashes in tripartite bays with highlights, often with leadlight glazing. Entrances are mostly set back to one side, sheltered by small verandahs with turned or square timber posts (some on brick piers) and shaped timber brackets or friezes.

An anomaly among these semi-detached pairs is that at No 6-8 which, although comparable in scale, materials and date (c.1913) is otherwise entirely different in its form and detailing, which harks back to Victorian single-fronted terrace housing. Although the use of red brick, roughcast render and turned timber posts place it unmistakably in the early twentieth century, some of the embellishments, including cast iron lacework, bullnosed verandah and vermiculated rustication, pays homage to the nineteenth century. The adjacent house at No 4, a detached brick dwelling, is also transitional, with bluestone sills, cast-iron lace and tuck-pointed brick.

Among the rows of semi-detached pairs are only five entirely detached houses, four of which date from the early 1910s. Although comparable in scale, these are more diverse in their style. In addition to the Victorian Style house at No 4, mentioned above, there is a fine Federation villa at No 26 (with turned timber posts, wavy timber frieze and terracotta ridge cresting) and a weatherboard house (a unique example in the street) in the form of a block-fronted villa, which, like the dwellings at Nos 4, 6 and 8, harks back to the Victorian era. The remaining example of a detached dwelling, at No 36, dates from 1923. It is of red brick construction, but with soldier courses, a strapped gable end, and timber framed double-hung sash windows.

Most of the houses in Godfrey Avenue have low timber picket fences, of which few – if any – appear to be original. A few (eg Nos 1-3 and 33) have dwarf brick walls with squat piers, typical of the inter-War era some have timber paling fences (eg Nos 23) or cyclone wire mesh in a timber frame (No 8). The street has narrow nature strips with mature planes trees, which make a significant contribution to the historic streetscape.

6.19.2 History

Plan No 5609, dated March 1911, shows that a large allotment of land extending between Queen Street and Raglan Street was subdivided to create a new thoroughfare, Godfrey Avenue, with thirty new residential allotments (of which eight fronted Raglan Street). Godfrey Avenue does not appear in the Sands & McDougall Directory until 1913, with entries for seven ‘vacant houses’ on the north side of the street, plus another (at No 4) already occupied by one Paul Einsiedel. On the south side were two houses, occupied by Boyd Macfarlane and Mrs E Lennon, flanked on each side by ‘3 vacant houses’. Another vacant house had also appeared just around the corner, at 9 Raglan Street.

The directory for the following year indicates that Godfrey Street, and the adjacent portion of Raglan Street, had filled out considerably. There were now thirteen occupied houses listed on each side of
the street, plus “two houses being built” on the north side, at No 18 and 20. On Raglan Street, the house at No 9 (by then occupied by Mrs J Cotter) had been supplemented by three more at Nos 11, 29 and 31, straddling the Godfrey Avenue corner. This was followed, a year later, by entries in the directory for a ‘house being built’ at No 13, plus another two occupied houses at Nos 25 and 27.

Development evidently slowed down over the next few years, with the only addition being a pair of new houses at No 28-30 Godfrey Avenue, which appear in the 1918 directory. No further new entries appear until the directory for 1921, which lists “two houses being built” at Nos 13-15, “four houses being built” at Nos 25-31, and two newly occupied houses at Nos 39-41. The last undeveloped site in the street was No 36, on the corner of Queen Street, which was finally listed as a “house being built” in the 1923 directory.

6.19.3 References
1. Lodged Plan No 5609, declared 15 March 1911
2. MMBW Plan No 45 (c.1903)
3. Sands and McDougall Directory. 1913 onwards

6.19.4 Thematic Context
Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs

6.19.5 Comparative Analysis

There are several comparable streetscapes of semi-detached houses in the Queen Anne Revival style, developed in the first decade of the twentieth century. The Port Phillip Heritage Review identifies Lambeth Place, St Kilda East (part of HO6, the St Kilda East precinct) as having ‘distinctive environmental character as a result principally of the row of Edwardian semi-detached houses’. While comparable to Godfrey Avenue in date and broad style, these houses are otherwise quite different in form, being paired single-fronted terraces in the Victorian manner. While there are indeed a few houses of this type in Godfrey Avenue (eg Nos 4-6), the overwhelming typology is of semidetached pairs, which are individually asymmetrical in the mature Queen Anne Revival style.

The Edwardian houses in Lambeth Place, moreover, are entirely restricted to the west side of the street - the other side being developed with inter-war and post-war flats. Thus the streetscape is less cohesive than Godfrey Avenue, where the Edwardian houses strongly characterise both sides of the street, with only a few inter-war houses and no post-war buildings at all.

Pertinent comparison can also be drawn with Hawsleigh Avenue, St Kilda East, which forms part of HO316 (the Carlisle Street (East) precinct). Here, the Edwardian semi-detached houses are very similar to those in Godfrey Avenue – not only making use of the same palette of red brick, rendered banding and terracotta tile, but also echoing some specific detailing such as half-round bay windows with pressed metal or rough-case rendered spandrels. This strong similarity to houses in Godfrey Avenue might suggest that the two estates were, in fact, developed by the same architect or builder. However, like Lambeth Place, the Edwardian houses are restricted to only one side of the street (Nos 1 to 39 inclusive), with the other side of the street containing inter-war houses and flats, and some post-war developments. As such, Godfrey Avenue, with similar housing on both sides of the street, can be considered as a better example of this type and era.

Research to date suggests that there are relatively few examples of entire streets in the City of Port Phillip that are so strongly characterised by the type of housing seen in Godfrey Avenue. There is, for example, comparable Edwardian semi-detached housing on both sides of Milton Street in Elwood, but
this is limited only to the two-block portion between Addison Street and Broadway. Glenmark Street in St Kilda is another such example, although, in this case, the street itself is very short – less than half the length of the portion of Milton Street, and one-third the length of Godfrey Avenue. Moreover, many of the houses themselves, which are in a similar Victorian form to those in Lambeth Place, have had their distinctive red brickwork defaced by overpainting.

6.19.6 Statement of Significance

What is Significant?

The Godfrey Avenue precinct includes all of the land covered by LP 5609, comprising those houses along both sides of Godfrey Avenue (Nos 1-37 and 2-36) and well as eight houses fronting Raglan Street (Nos 9 to 23). The houses mostly date from the 1910s, being semidetached pairs of dwellings in the Queen Anne Revival or Federation style, supplemented by some detached houses built during the 1920s.

How is It Significant?

The Godfrey Avenue Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the Godfrey Avenue Precinct provides evidence of a significant phase of settlement in East St Kilda area after the prosperous Land Boom period of the 1880s. The estate, laid out in 1911 alongside tracts of nineteenth-century worker’s housing, developed very quickly over the next few years, and thus ably demonstrates how sought-after this area had become as a residential address in the early twentieth century.

Aesthetically, the Godfrey Avenue Precinct is a fine and particularly intact streetscape of modest semi-detached housing in the Queen Anne Revival style, characterised by asymmetrical composition, face red brickwork with rendered banding, curved bay windows and verandahs with turned timber posts and ornamental timberwork. The streetscape is enhanced by the sympathetic (if not original) timber picket fences, and street planting of mature plane trees.

6.19.7 Recommendations

Buildings and street trees recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.19.8 Assessment

Figure 6.19–1 – North side of Godfrey Avenue

Figure 6.19–2 – South side of Godfrey Avenue
Figure 6.19-3 – Typical semi-detached pair

Figure 6.19-4 – Weatherboard House at No. 2
Figure 6.19–5 – Edwardian pair, 17 – 19 Raglan Street
6.20 Hammerdale Avenue (East St Kilda) - Ho387

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6.20.1 Description

Hammerdale Avenue comprises a standard straight suburban roadway, running north-south, but with a distinctive fork at the southern end where the road curves into Young Street and abuts clumsily into Jervois Street. These odd junctions clearly reveal the street’s origin as part of a new inter-war subdivision that was connected into two existing nineteenth century streets. This has also resulted in some allotments of odd size and shape (notably Nos 17, 24 and 26). The housing in the precinct is overwhelmingly of the 1930s period, with the exception of a few houses built in the late 1920s or early 1940s. Although there are a few individual detached dwellings (eg Nos 3, 7, 8, 9, 26), most are multi-dwelling units in various forms: semi-detached pairs (Nos 5-5A, 11-11A, 18-20, 28-30 Hammerdale; 2-4 and 6-8 Jervois), blocks of single-storey flats (No 17, 30-32) or doublestorey flats/duplexes (Nos 2, 4, 6, 18-20).

All buildings are of masonry construction, with hipped roofs of terracotta or cement tile; most are single-storey, with only a few double-storey blocks of flats on the east side. Otherwise, the housing displays stylistic diversity, representing several of the ubiquitous styles that characterised Australian domestic architecture during the 1930s. There are several houses in the Tudor Revival idiom, with clinker brickwork, gabled parapets and leaded glazing (No 7, 10-12), a particularly fine semi-detached house in the Spanish Mission style (No 11-11A) with shaped gables and roughly rendered walls, and several double-storey Moderne-style flats including, notably, the example at No 18-22 with its curved corners, sandblasted glazing and rendered walls with tapestry brick trimming. Also particularly notable is the house at No 26 - one of the oldest in the street – which is a particularly fine example of a California Bungalow. The Carbeethon Flats at No 17 is a single-storey block of three flats of an unusual form that anticipates post-war villa units, made even more distinctive by its freestanding triple garage at Young Street corner. A significant landscape element is the large tree at the rear of the house at No 7, which is a remnant of the landscaped grounds of the original Hammerdale mansion.

6.20.2 History

Hammerdale Avenue developed on the site of the eponymous mansion, Hammerdale, formerly 119 Alma Road, which was built c.1868 for Hugh Mitchell Campbell Gemmell, (1827-79), a prominent Melbourne auctioneer with the firm of Gemmell, Tucker & Company. The first stage of the subdivision, auctioned in December 1925, consisted of eleven new allotments: five on the east side of part of Hammerdale Avenue which ran north-south, and the other six on each side of the east-west dogleg which connected the new avenue to Young Street. The mansion itself was retained on Lot 1 (later designated as No 1 Hammerdale Avenue) and was offered for sale along with the ten vacant lots on 5 December 1925. The auction flyer described the house as:

A most substantial and commodious brick villa containing 15 large rooms (including 3 bathrooms), pantries, linen presses, large cellar, kitchen, scullery, laundry, internal sewerage, hot and cold water service, garages and outbuildings. It is laid out with every modern convenience.

The mansion was subsequently converted into the Hammerdale Guest House, which remained in operation for several decades. The adjacent vacant land, meanwhile, was auctioned ‘practically without reserve on remarkably eager terms’; it was duly noted that the allotments were already fully landscaped with lawns, palms and shrubbery ‘and need not be interfered with – a great saving to
purchasers’. One prominent landscape element was a large tree, retained in what became the back yard of the house at No 7.

Hammerdale Avenue does not actually appear in the Sands & McDougall Directory until 1929, when only three occupants were listed: Walter G Thorpe on the east side of the street (now No 26), and, on the west side, Mrs J E Sutton (No 3) and Gerald O’Callaghan (No 7). There was evidently little development over the next few years; in 1933, the directory identified “two houses being built” next to O’Callaghan’s – probably the semi-detached Spanish Mission houses at Nos 11-11A, which were occupied by Peter and Roy Jessen. This was followed in 1934, by listings for two new blocks of single-storey flats at No 17 (Carbeethon Flats) and No 32, and a new house at No 9, occupied by manufacturer Benjamin Burman. The year 1935 saw three more semi-detached pairs appear in the directory: No 13-25 Hammerdale Avenue, and Nos 2-8 Jervois Street.

By this time, the land along the west side of Hammerdale Avenue was almost entirely developed, while only two properties – the California Bungalow at No 26 and the small block of Tudor Revival flats at No 32 – had been built on the east side. The directory for 1936, however, indicates that a minor building boom had suddenly taken place, with seven new listings on the east side of the street including individual houses at Nos 6, 14 and 23, and semi-detached pairs at Nos 10-12 and 28-30. Another pair, at No 5-5a, appeared in 1937 and yet another, at No 22-24, in 1938.

The last additions to the streetscape before the end of the Second World War were three prominent double-storey buildings: a duplex at No 18 (listed as ‘house being built’ in the directory for 1939) and blocks of flats at Nos 2, 4 and 6, which were completed in the early 1940s following the subdivision of land on the east corner of Hammerdale Avenue and Alma Road. The most significant change made to Hammerdale Avenue in the post-War period was the demolition of the eponymous mansion at No 1, which was replaced by a multistory block of flats during the 1970s. Another block of flats was built on the adjacent property at No 3, although the earlier house on the site – one of the first to be built on the new Hammerdale Estate in the mid-1920s – was retained at the rear, and still survives to this day.

6.20.3 References

1. MMBW Plan No 46 (c.1903)
2. Sands and McDougall Directory (various).
3. Auction flyer, 5 December 1925 (copy provided by resident of Hammerdale Avenue)
4. Information provided by Robin Grow and David Thompson, Art Deco Society, Inc.
5. Miles Lewis and Terry Sawyer, Melbourne Mansions Database. On-line publication.

6.20.4 Thematic Context

Building settlements, towns and cities:

• Planning urban settlement
• Making suburbs

6.20.5 Comparative Analysis

Within the City of Port Phillip, Hammerdale Avenue is most comparable with much of the suburb of Elwood, to the west of Brighton Road. Here, there are many streets that exhibit a similar mix of inter-war housing: single-storey dwellings (detached houses and semi-detached pairs) and double-storey dwellings (duplexes and blocks of flats) in a palette of styles including California Bungalow, Tudor Revival, Spanish Mission, Georgian Revival and Moderne. These parts of Elwood include much of Mitford Street, Ruskin Street, Broadway, Goldsmith Street and elsewhere, where the inter-war houses typically survive with varying degrees of individual intactness, and the occasional (or frequent)
intrusion of multi-storey blocks built in the 1960s and '70s, along with townhouses or apartment blocks of much more recent origin. Some retain original front fences, but many also do not.

Hammerdale Avenue is significant for its remarkable cohesion — that is, the individual houses are notably intact - most retaining their original front fences - and there is practically no post-war intrusion. In this regard, the precinct can be specifically compared with a number of specific streets in Elwood, namely Wimbledon Avenue, Monkstadt Street, Los Angeles Court and the eastern portion of Shelley Street, all of which display a similar mix of notably intact single- and double-storey dwellings in various styles. All four of these streets, like Hammerdale Avenue, also contain a number of notable houses that are of significance in their own right, having been identified in heritage studies as individual places as well as part of a precinct.

Wimbledon Avenue represents a particularly pertinent comparison to Hammerdale Avenue, as it was also developed in the grounds of a Victorian mansion, resulting in a oddly-shaped street alignment with a curve at the far end; unlike Hammerdale Avenue, however, the original Victorian mansion still survives within the estate (at No 2 Wimbledon Avenue).

6.20.6 Statement of Significance

What is Significant?

The Hammerdale Avenue Precinct comprises those houses in Hammerdale Avenue designated Nos 2-32 and 3-17, as well as the contiguous properties at 2-8 Jervois Street. This building fabric consists almost entirely of dwellings built during the 1930s, including detached and semi-detached single-storey houses, and double-storey duplexes or blocks of flats, in a variety of typical inter-War styles including Spanish Mission, Tudor Revival, Colonial Revival and Moderne.

How is It Significant?

The Hammerdale Avenue Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Subdivided in 1925 on the grounds of the Hammerdale mansion, the estate demonstrates a typical pattern of settlement during the inter-war period when large Victorian properties became less financially viable. The unusual dog-leg curvature of the avenue, where it joins the older Young and Jervois Streets, provides evidence of these origins, as does the tree at the rear of No 7, which is a remnant of the original landscaped mansion grounds.

Aesthetically, the housing, largely dating from the 1930s, represents a fine and intact collection of the diverse architectural styles of the period, including Spanish Mission, Moderne, Tudor Revival and Georgian Revival. A number of houses are of considerable aesthetic significance in their own right, including the fine California Bungalow at No 26, the Spanish Mission pair at 11-11A, the Moderne duplex at No 18, and the unusual Carbeethon Flats (with their distinctive triple-garage fronting Young Street) at No 17.

6.20.7 Recommendations

Buildings, and the mature tree at the rear of No 7, recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.20.8 Assessment

Figure 6.20–1 – MMBW Plan No 46 (c.1903) showing former Hammerdale estate

Figure 6.20–2 – Hammerdale (c.1868), home of prominent Melbourne auctioneer H M C Gemmell
Figure 6.20–3 – Hammerdale Avenue prior to subdivision (from auction flyer, December 1925)

Figure 6.20–4 – 11 – 11a Hammerdale Avenue, East St Kilda (1932)
Figure 6.20–5 – Triple garage at No 17 Hammerdale Avenue, East St Kilda (c.1933)

Figure 6.20–6 – Moderne duplex at No 18 Hammerdale Avenue, East St Kilda (1939)
Figure 6.20–7 – Detached bungalow at No 9 Hammerdale Avenue, East St Kilda (1933)

Figure 6.20–8 – Double storey flats at Nos 4 and 6 Hammerdale Avenue, East St Kilda
6.21 Holroyd Court (East St Kilda) - Ho388

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#### Description

Holroyd Court comprises four double-storey dwellings clustered around a shallow cul-de-sac. The buildings, all erected within the space of a few years, are consistent in scale, composition, materials and roof form, yet are otherwise diverse in their finishes and detailing. The flats at No 1 and No 6-7, for example, are both in the Moderne idiom, with curved corners and steel-framed multi-paned windows, although one (No 1) is rendered and the other is in face clinker brick. The duplex dwelling at No 2-3 also has clinker brickwork, but with a projecting brick stringcourses, toothed quoining, and a rendered sunhood and timber-framed double-hung windows. No 4-5 has tapestry brick walls with wide rendered banding and steel-framed landscape windows with casement sashes and sloping rendered sills.

All four properties retain original detached garages at the rear, and have the same type of front fence: a low dwarf wall of irregular stonework. Holroyd Court itself has a wide nature strip with mature deciduous trees, and the front gardens of the houses have low plantings and trees (such as Silver Birches) typical of the period.

#### History

Holroyd Court occupies land which once formed part of Fernacres, the vast estate of prominent Melbourne barrister, Justice Edward Dundas Holroyd, which extended from the south-western corner of Alma Road and Orrong Road. The house itself, erected c.1867, was set well back from these main roads. The huge property was inevitably subdivided in the early twentieth century, creating several other new streets including the eponymous Holroyd Avenue. The mansion, however, was retained on a large allotment extending between Lansdowne Road and the L-shaped intersection of Holroyd Avenue. It was finally demolished in 1936 and, as indicated on Lodged Plan No 14174, the large block was carved up into eight standard-sized residential allotments: four rectangular blocks fronting Lansdowne Street, and the four wedge-shaped blocks clustered around a new cul-de-sac, Holroyd Court, which projected westwards from the L-shaped intersection of Holroyd Avenue.

The four blocks fronting Holroyd Court (designated as Lots 5, 6, 7 and 8) were initially purchased by Albert Burgess, an investor. At least two were then acquired by Chaddesley Pty Ltd, a firm of property developers who worked extensively in the East St Kilda area at that time. Although no architect has been conclusively linked with the Holroyd Court development, it is known that Chaddesley Pty Ltd invariably engaged Gordon & Bruce Sutherland as their designers; it has been pointed out that the house at No 2 Holroyd Court is markedly similar to another at No 2 Lockerbie Court, East St Kilda (within the City of Glen Eira) that is known to have been designed by the Sutherlands.

Holroyd Court first appears in the Sands & McDougall Directory in 1939, with listings for new dwellings at Nos 1 and 2-3 – respectively “flats” occupied by Henry Haskin and a duplex occupied by Rex Oldham and James Reed. The following year saw the appearances of a second duplex at Nos 4-5 (occupied by Maurice Hallam and David Braddish) and second block of flats at No 7 (subsequently co-occupied by Lewis Kiel). Electoral rolls indicate that these original residents of Holroyd Court were typically middle-class white-collar professionals – citing occupations such as clerks, managers,
and a manufacturer. Directories indicate that only three of these original occupants – Kiel, Oldham and Braddish – were still living in Holroyd Court in the mid-1940s.

6.21.3 References
1. MMBW Plan No 46 (c.1903)
2. Sands and McDougall Directory (various).
3. Miles Lewis and Terry Sawyer, Melbourne Mansions Database. On-line publication.
4. Lodged Plan No 14174, declared 6 August 1936.
5. Information provided by Robin Grow and David Thompson, Art Deco Society, Inc.

6.21.4 Thematic Context
Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs

6.21.5 Comparative Analysis
Residential developments such as this were quite common in Melbourne’s more affluent suburbs during the inter-War period, when large Victorian residences were demolished and their sites carved up to form wedge-shaped allotments around short cul-de-sacs. Within what is now the City of Port Phillip, these cul-de-sac developments were rare, if not entirely unknown, in Port Melbourne, South Melbourne and Middle Park, but quite common in St Kilda and Elwood. There are only a few examples in East St Kilda, and these are mostly located within the boundaries of the adjacent municipality, the City of Glen Eira, such as Lockerbie Court (developed from 1935).

Amongst the documented examples in the City of Port Phillip, there is a degree of consistency in the built fabric in terms of form, scale and materials – typically, doublestorey blocks of flats or duplex dwellings in a loosely Moderne or Art Deco style, being of face brick construction with hipped roofs of terracotta tile. In some examples, such as Eldon Court in St Kilda (1940) and Southey Court in Elwood (1943), the dwellings tend to be somewhat stark and austere, with plain brickwork, little specific stylistic influence, and a minimum of decorative detail. The individual buildings in Holroyd Court, by contrast, are more considered in terms of their materials and detailing, making use of clinker brick, tapestry bricks, rendered banding, curved or toothed corners and other embellishments. In this regard, Holroyd Court is most comparable to contemporaneous developments at Garden Court (1936) and Avoca Court (1939), both in Elwood, which exhibit similar diversity in their decorative detailing.

Holroyd Court notably retains all of its original front fences (in the form of dwarf walling), some original garages, and mature street trees. Of the examples cited above, only Avoca Court is truly comparable in this respect. The front fences in Eldon Court have been altered by the addition of tall pickets, and those in Garden Court have been removed or, in one case, recently rebuilt in an entirely unsympathetic contemporary style.
6.21.6 Statement of Significance

What is Significant?

The Holroyd Court Precinct comprises four double-storey inter-war Moderne-style duplex dwellings, designated as Nos 1, 2-3, 4-5 and 6-7, which are arranged around a squat cul-desac.

How is It Significant?

The Holroyd Court Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, Holroyd Court marks the location of the last remaining remnant of Fernacres, home of the eponymous E D Holroyd, a prominent Melbourne barrister whose vast estate once extended to the corner of Alma and Orrong roads, which was demolished c.1936. Holroyd Court, which subsequently developed within only a year or two of subdivision, remains as an extremely intact example of a respectable middle-class cul-de-sac housing estate of the late 1930s. Residential developments of this type, while quite common in St Kilda and Elwood, are considerably rarer in other parts of the municipality. While comparable examples can be found in those portions of East St Kilda that are within the adjacent City of Glen Eira, Holroyd Court is unique in the portion within the City of Port Phillip.

Aesthetically, the row of four Moderne-style double-storeyed brick duplex houses and flats in Holroyd Court are notable for their cohesion in terms of scale, materials and form, while still displaying a degree of diversity in finishes, fenestration and detailing. This aesthetic significance is enhanced by the survival of original detached garages, low stone front fences, and mature street trees, all typical of the Garden Suburb movement of the 1930s.

6.21.7 Recommendations

Buildings, front fences and street trees recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.21.8 Assessment

Figure 6.21–1 – Detail of MMBW Plan (c.1903) showing Fernacres estate on site of Holroyd Court

Figure 6.21–2 – General view of Holroyd Court
Figure 6.21–3 – Flats, No 1 Holroyd Court (c.1938)

Figure 6.21–4 – Duplex, 2 – 3 Holroyd Court (1938)
Figure 6.21–5 – Duplex, 4 – 5 Holroyd Court (1939)

Figure 6.21–6 – Flats, 6-7 Holroyd Court (c.1939)
6.22 Kalymna Grove/Inkerman Street (East St Kilda) - Ho389

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6.22.1 Description

The built fabric in the Kalymna Grove/Inkerman Street precinct consists almost entirely of housing dating from the second half of the 1910s. Most of these are single-storey brick houses (either in the form of detached dwellings or semi-detached pairs) in the Queen Anne Revival style, popularly referred to 'Federation'. These are typically asymmetrical in composition, with irregular hipped or gabled roofs mostly clad in red terracotta tiles, although some along Inkerman Street (eg Nos 346-48, 354-56, 358-60) have corrugated galvanised steel roofs. Most have half-timbered gable ends, infilled with roughcast render or pressed metal. Several houses (eg 10-12 and 15 Kalymna Grove, and 354-56 Inkerman Street) have been painted, but most retain their original face red brickwork, often with rendered or roughcast trim or, in one notable instance, vermiculated rustication (350-52 Inkerman Street).

Almost all of these dwellings have prominent bay windows, either rectangular (eg Nos 2-4, 14-16, 17-19 Kalymna Grove) or more usually canted (Nos 1-3, 5-7, 13-15, 21-23 and 10-12 Kalymna Grove, and 342, 350-52, 366-68 Inkerman Street). Windows are invariably casement sashes with highlights, often containing leadlight or tinted glazing. Entrances are mostly set back to one side, sheltered by small verandahs with turned, square or stop-chamfered timber posts (some on brick piers) and shaped timber brackets or friezes.

These distinctive brick houses are supplemented by half a dozen contemporaneous weatherboard and rough-cast rendered villas, which use similar forms and detailing. They have hipped or gambrel roofs, either in terracotta tile (No 9) or corrugated galvanized steel (No 27), with half-timbered or roughcast gable ends. Bay windows are again evident, either canted (Nos 6 and 9) or rectangular (No 27), with casement sashes, highlights and leadlight glazing, and there are verandahs with square or turned timber posts and decorative friezes. One of these villas (Nos 18) has a return verandah.

The two later houses, built in c.1923 at Nos 29 and 31, are in the form of detached bungalows. Their face red brickwork and terracotta tile roofs echo the earlier buildings in the street, but their detailing is otherwise evocative of the prevailing bungalow style of the 1920s. This includes singled gable ends, timber-framed double-hung sash windows, and prominent porches with arched openings and corbelled buttressing. The two non-contributory buildings in the precinct comprise a double-storey block of flats at 25 Kalymna Grove (c.1969) and a more recent house at 362-64 Inkerman Street.

Most of the houses in this precinct have timber picket fences which, if not original, are at least sympathetic in style and materials. The two mid-1920s houses retain their original front fences in the form of brick dwarf walls. A significant and unique element in the streetscape is the detached brick garage that survives at No 368 Inkerman Street, with its original ledged timber doors and shaped parapet.

6.22.2 History

This precinct encapsulates a portion of a large residential subdivision that was laid out during 1914, extending between Inkerman Street and Kurrajong Avenue and comprising sixty allotments with frontages to Inkerman Street and newly-formed Wilgah Street and Kalymna Grove. This substantial
tract of land was formerly taken up by market gardens, as the Sands & McDougall Directory for 1914 lists one Ah Chung, gardener, on the north side of Inkerman Street, east of Alexandra Street.

Kalymna Grove itself does not appear in the directory until 1916, with listings for two occupied houses (including what is now No 14, then occupied by Frederick Earp) and ‘five vacant houses’ on the east side of the street, and a single house on the west side (now No 33, then occupied by George T Hall). The same directory also lists three newly occupied houses on Inkerman Street (now Nos 346-48 and 368), with a row of ‘five vacant houses’ (now Nos 350-358), and another ‘two vacant houses’ (apparently Nos 496-98) east of Kalymna Grove. The estate filled out considerably over the next year or so; the directory for 1917 simply listed ‘nine vacant houses’ on the west side of Kalymna Grove, and eleven occupied houses on the east side, comprising Nos 6, 8, 12-22, 28 and 30. There were another ‘two vacant houses’ on Inkerman Street (now Nos 342-44) near the Wilgah Street intersection, and another ‘house being built’ on the eastern corner of Kalymna Grove and Inkerman Street.

The directory for 1919 shows that the estate was almost fully developed by that time. All of the allotments along Inkerman Street (ie Nos 342 to 374) had been built upon, and the construction of new houses at Nos 2, 4, 10 and 24 Kalymna Grove left only a few vacant blocks remaining there. Electoral rolls provide the names and occupations of these early residents, revealing an interesting cross-section of comfortable middle-class suburbia: Leon Barnes, watchmaker (No 4), John Forest, draftsman (No 7), Abram Pisarevsky, fur cutter (No 12), Albert Easterbrook, coppersmith (No 20), Harry Markby, stereotyper (No 22), Robert Edison, mechanic (No 30) and Frederick Hall, musician (No 35).

The few remaining vacant allotments in Kalymna Grove were developed within only a few years thence. The directory for 1921 lists a ‘house being built’ at No 9, subsequently occupied by one George Shaw, and the two houses at Nos 29 and 31 first appear in 1924, occupied, respectively, by John Corbett and Walter Fairchild. The only significant addition to the streetscape since then has been a double-storey block of flats at No 25, erected c.1969.

6.22.3 References
1. Lodged Plan No 6638, declared 12 September 1914.
2. MMBW Plan No 45 (c.1903)

6.22.4 Thematic Context
Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs

6.22.5 Comparative Analysis
There are several comparable streetscapes of early twentieth century houses in the Queen Anne Revival style. The Port Phillip Heritage Review identifies Lambeth Place, St Kilda East (part of HO6, the St Kilda East precinct) as having ‘distinctive environmental character as a result principally of the row of Edwardian semidetached houses’. While comparable to Kalymna Grove/Inkerman Street in date and broad style, these houses are otherwise quite different in form, being paired single-fronted terraces in the Victorian manner. There are no houses of this type in Kalymna Grove/Inkerman Street, where the comparable brick houses are either asymmetrical semidetached pairs, or asymmetrical detached dwellings.
Comparable rows of semi-detached Edwardian housing also exists in Hawsleigh Avenue, St Kilda East (part of HO316 (the Carlisle Street (East) precinct), in Glenmark Street, St Kilda, and in Godfrey Avenue, East St Kilda. The last of these (qv) is by far the best example, with cohesive and intact rows of such housing along both sides of the street. Glenmark Street has comparable 1910s housing in both sides of the street, but the individual houses are in notably less intact condition, while Hawsleigh Avenue, on the other hand, has largely intact houses, but (like Lambeth Place) these are restricted to only one side of the street.

The Kalymna Grove/Inkerman Street precinct stands out from the other examples cited above, not merely because its high level of cohesion (with intact and significant housing along both sides of the street) but also because the housing itself encapsulates diversity of types – unlike Godfrey Avenue, which is strongly characterised by semi-detached brick pairs, the housing in Kalymna Grove/Inkerman Street comprises a mix of semi-detached pairs and contemporaneous detached dwellings of both brick and timber construction.

6.22.6 Statement of Significance

What is Significant?

The Kalymna Grove/Inkerman Street precinct includes all those houses along both sides of Kalymna Grove (Nos 1-35 and 2-30) and well as contiguous properties along the north side of Inkerman Street (Nos 342 to 374 inclusive). With only four exceptions, the housing dates from the period 1914 to c.1919 and includes semi-detached pairs of brick dwellings and detached dwellings of both brick and timber construction, almost all in a Queen Anne Revival style.

How is it Significant

The Kalymna Grove/Inkerman Street Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the Kalymna Grove/Inkerman Street Precinct provides evidence of a significant phase of settlement in the East St Kilda area. The estate, laid out from 1914 on the site of a market garden, developed very quickly over the next few years, and thus ably demonstrates how sought-after this area had become as a residential address in the early twentieth century.

Aesthetically, the Kalymna Grove/Inkerman Street Precinct is a fine and particularly cohesive streetscape of housing from the period 1914 to c.1919, including representative and intact examples of detached and semi-detached housing of both brick and timber construction, almost entirely in the Queen Anne Revival style. They are characterised by asymmetrical composition, face red brickwork with rendered banding, bay windows and verandahs with turned timber posts and ornamental timberwork. The streetscape is enhanced by the sympathetic (if not original) timber picket fences to many properties.

6.22.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.22.8 Assessment

Figure 6.22-1 – Row of houses 1 – 7 Kalymna Grove, East St Kilda

Figure 6.22-2 – Semi-detached pairs - Inkerman Street, east St Kilda
Figure 6.22–3 – 366 – 368 Inkerman Street, East St Kilda - note garage

Figure 6.22–4 – Weatherboard House at No.6 Kalymna Grove, East St Kilda
Figure 6.22–5 – Weatherboard house at No. 27 Kalymna Grove, East St Kilda

Figure 6.22–6 – Bungalow-style house at No. 8 Kalymna Grove, East St Kilda
6.23 Mooltan Avenue (East St Kilda) - Ho390

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6.23.1 Description

Mooltan Street is a short dead-end street; the western end, subdivided in 1928, contains a remarkably cohesive collection of houses which, with the exception of a single post-War house at No 12, are all in a loosely Spanish Mission style. These houses are single-storey detached dwellings of brick construction with a rendered finish (variously rough and smooth) and hipped tiled roofs (in terracotta or cement). All somewhat asymmetrical in composition, those houses on the steeper north side of the street are distinguished by being raised up from the street, some with garages below. The houses are embellished with various details typical of the Spanish Mission style, including arcaded porches (Nos 13, 14 and 15), shaped parapets (No 11, 13 and 16) penetrated by faux beams (No 14) or terracotta pies (No 11), windows with blind fanlights (Nos 11 and 14), wrought iron balustrades and spandrels (Nos 9 and 14), geometric window grilles (No 9) and gabled chimney caps (No 10).

The post-war house at No 12 is the only non-contributory building in the precinct; although markedly different to its neighbours in its use of orange bricks, cement roof tiles and terrazzo porch with cement balustrade, the house is otherwise sympathetic in its scale, form and composition.

All of the Spanish Mission houses in the street have the same type of front fence: a low rendered dwarf wall with squat priers and chunky capping. There are also some original lampposts with polygonal concrete shafts and tapered luminaires. Mature street planting includes some birches (Betula pendulata) and Alnus jorullensis. There is a Bhutan cypress (Cupressus torulosa) at No 16, which is probably contemporaneous with the house, and a much older and larger cypress tree (Cupressus sempervirens) at No 15, which seems to date from the 19th century and is probably a remnant of the original Mooltan grounds.

6.23.2 History

Mooltan Avenue is named after the large Victorian mansion which formerly stood on the site now occupied by the Sol Sapir-designed block of flats at No 8. The vast Mooltan estate, which originally extended from Hotham Street back to Alexandra Street, was partly subdivided in 1922 when Mooltan Avenue was created as a short cul-de-sac flanked by ten new residential allotments – five fronting Hotham Street, and five to Mooltan Avenue – with the mansion itself retained on the eleventh and larger lot. Mooltan Avenue first appears in the Sands & McDougall Directory in 1925 – albeit listing “no houses”. The following year, the directory lists two occupied houses on the south side (now Nos 3 and 7), and a third “house being built” (No 5). The directory for 1927 identifies ‘flats being built’ and a ‘house being built’ on the north side of the street, plus the three existing houses and ‘public tennis courts’ on the south side.

These tennis courts were evidently subdivided in 1928, when Mooltan Avenue was extended further east to create another eight new residential allotments. These were developed even more rapidly than those released in 1922. The directory for 1928 includes ‘three houses being built’ on the north side (evidently Nos 10, 12 and 14) and a ‘house being built’ on the south. The following year identified the new residents as N J Fairless (No 10), Frank Ayre (No 12) and Edward Brougham (No 14), plus two new ‘vacant’ houses at Nos 13 and 16, and two new occupied houses at Nos 9 and 11, occupied by Mrs A Drummond and W H Taylor. The last house, located at the extreme eastern end of the cul-de-sac, appeared in 1930.
The new housing in Mooltan Avenue was clearly geared towards the comfortable middleclass professional gent, and electoral rolls reveal that the original residents were defiantly white collar, and included Herbert Larkin, company director, at No 16; William Taylor, manufacturer, at No 11; Norman Fairless, superintendent, at No 10; and Frank Ayre, manufacturer, at No 12.

6.23.3 References
1. Lodged Plans No 8866, declared 16 June 1922; No 12721, declared 17 October 1928.
2. MMBW Plan No 46 (c.1903)

6.23.4 Thematic Context
Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs

6.23.5 Comparative Analysis
The Port Phillip Heritage Review has not specifically identified any comparable precincts of Spanish Mission houses, although several examples of multiple dwellings have been individually recorded. The most prominent of these is the attached row of eight Spanish Mission houses at 239-253 Dorcas Street, South Melbourne, described by Ward as ‘one of the largest and most complete essays of the Spanish Mission style in Melbourne’. These houses, however, are actually a Victorian terrace of 1885 that was remodelled in c.1920 and, as such, is not truly comparable to the detached housing in Mooltan Avenue.

Other Spanish Mission multiple dwellings identified in the municipality are even less comparable; they include several blocks of flats (located almost exclusively in central St Kilda and Elwood) such as such as Winnipeg at 51 Blessington Street (1920), Aston Court at 43 Acland Street (1926), Glenronald at 75 Dickens Street (late 1920s), and Baymor at 6 Victoria Street (1929-32). There are also a number of semi-detached dwellings in the Spanish Mission style (located throughout the municipality), including 235-237 Bank Street, South Melbourne, 156-158 Brighton Road, Elsternwick and 11-11A Hammerdale Avenue, St Kilda East.

But while all of these examples are comparable to the Mooltan Avenue houses in their dates and in their individual finishes and detailing, they are otherwise considerably different in form and setting. In Mooltan Avenue, the cluster of seven fully detached Spanish Mission houses forms a distinct enclave that has few parallels elsewhere in the municipality. Some broad comparisons can be drawn with the east side of Morres Street in Ripponlea, and a portion of nearby Maryville Street, where there are short expanses of similar rendered houses in the Spanish Mission and related Mediterranean styles dating from the late 1920s; these, however, lack the specific enclave quality of the Mooltan Avenue cul-de-sac, which is further enhanced by its common front fences, street planting and original 1920s lampposts.

6.23.6 Statement of Significance
What is Significant
The Mooltan Avenue Precinct comprises the eastern portion of Mooltan Avenue, St Kilda East, including seven Spanish Mission houses on 3 sides of a cul-de-sac (Nos 9-15 and 10-16), plus mature trees and original concrete lampposts.
How is It Significant?

The Mooltan Avenue Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the housing in Mooltan Avenue is representative of a typical pattern of subdivision in East St Kilda during the inter-war period, where large mansion estates were gradually carved up into new residential subdivisions. It retains associations with the long-demolished mansion Mooltan, through its nomenclature, its dogleg street alignment, and the huge remnant cypress tree at No 15.

Aesthetically, the eastern portion of Mooltan Avenue represents a fine and intact streetscape of Spanish Mission housing, characterised by rendered walls, tiled roofs, arcaded porches and curved parapets. Although differing somewhat in their individual decorative detailing, the houses display notable cohesion through their common style, scale, composition and materials, and, particularly, the use of identical front fences to all properties. The setting is enhanced by contemporaneous plantings (including a Bhutan cypress at No 16 and some birches along the nature strip) and the somewhat unusual survival of the original concrete post street lamps.

6.23.7 Recommendations

Buildings, street trees, cypresses (at Nos 15 and 16) and concrete lampposts recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.23.8 Assessment


Figure 6.23-1 – MMBW Map (c.1903) showing Victorian estates from which Mooltan Ave was formed
Figure 6.23–2 – South side of Mooltan Avenue, East St Kilda

Figure 6.23–3 – House at 14 Mooltan Avenue (c.1928)
Figure 6.23–4 – House at Mooltan Avenue (1928)

Figure 6.23–5 – Detail of 1920s concrete lamp
6.24 **Murchison Street/Alma Road (East St Kilda) - Ho391**

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### 6.24.1 Description

Murchison Street is a of somewhat unusual dog-leg form, a result of its original subdivision occurring in discrete phases between 1919 and 1923. The street, which slopes down from east to west, has bluestone gutters and broad nature strips with mature plantings of plane trees and other street trees. Most of the houses in both Murchison Street and Alma Road retain original front fences in the form of low masonry walls – red brick, clinker brick, often roughcast or smooth-rendered, and some with capped piers. A particularly distinctive rendered fence, imitating rock-faced rustication, extends along the street boundaries of Nos 25 and 27. A large tree in the front garden of No 27 remains as a conspicuous element at the focus of Murchison Street.

The oldest surviving houses in the precinct include an Edwardian house at 12 Murchison Street, and a line of brick houses, in the Queen Anne Revival style, at 183-193 Alma Road. Otherwise, most of the houses in the precinct are in the prevailing bungalow idiom of the 1920s, although there are representative examples of later inter-war styles including Tudor Revival (No 24), Georgian Revival (No 27) and Moderne (Nos 18 and 18a, and the porch addition to No 14 and, loosely, the flats at 205 Alma Road). There are only two post war buildings in the entire precinct: a detached brick veneer villa at 9 Murchison Street, and a multi-storey block of flats at 203 Alma Road.

The streetscapes are relatively cohesive in scale; most of the 1920s houses are single-storied, although there are also quite a few larger bungalows with prominent attic storeys (eg 22 Lansdowne Street, 10 and 29 Murchison Street, 174, 176 and 188 Alma Road and, most notably, 207-211 Alma Road). There are three double-storey multi-unit dwellings (Nos 16a, 18 and 18a Murchison Street) and a larger block of flats (205 Alma Road), all built in the late 1930s/early 1940s. With the exception of these and some semi-detached houses at 191-195 Alma Road and 11-11a Murchison Street, all dwellings in the precinct are in the form of individual detached houses.

Aside from a few weatherboard houses (eg 6 and 7 Murchison Street), all houses are of masonry construction – mostly face red brick, some with tuckpointing, and most further embellished with clinker or tapestry brick trim, smooth or roughcast rendered stringcourses, banding or door and window surrounds. A number of houses in Alma Road are fully rendered; some of the original brick houses have also been painted. One, at 172 Alma Road, bears the name of the house, Montreal, in raised rendered lettering. Roof forms are picturesque, and include various permutations of hipped, gabled and gambrel roofs, clad mostly in Marseilles-pattern terracotta tiles, or, in a few cases, cement tiles. Some roofs have been reclad with modern glazed tiles.

The individual dwellings are mostly double-fronted and asymmetrical in composition, with projecting porches to one side; a few (eg Nos 12) have symmetrical facades, with central porches. There is considerable variety amongst porch detailing, including those with square brick piers, (eg 7, 8, 13, 17 Murchison Street; 164 and 182 Alma Road), buttress-like elements (eg 23 Murchison Street and 160 Alma Road), or the ubiquitous roughcast tapered pillars (10, 15, 16, 19 Murchison Street). Gable ends are invariably infilled with timber singles (eg 2, 3, 4, 7, 13, 20, 22 Murchison Street and 164, 166, 168, 180, 184 Alma Road) or occasionally weatherboard (162 Alma Road) or strapped board (6 and 12 Murchison Street and 170 Alma Road) creating a half-timbered effect. Many of the 1920s houses also have bracketed eaves.
Amongst the houses in the precinct, there is considerably variety in window forms. The oldest surviving house in Murchison street, at No 12, has canted bay windows flanking the central entrance, while a number of the bungalow houses (particularly those in Alma Road) have curved bay windows (eg Nos 160, 174, 211, etc). The windows of most of the 1920s houses have timber-framed double-hung sashes, often with leadlight or lozenge glazing; the 1930s flats generally have steel-framed windows.

6.24.2 History

MMBW Plans No 46 and 47 (c.1903) shows that there was little development in this area at the turn of the century. Between Alexandra Road and Lansdowne Street, there were no houses on the north side of Alma Road, and only one – a large Victorian mansion, set well back from the street – on the south. At this time, Murchison Street was a short dead end road off Alexandra Street, containing two modest weatherboard houses – one on the north side (No 12) and another on the south (No 9) - plus a larger house on the north side, set back on a huge allotment (now 22 Shirley Grove). This was still the case at the onset of the First World War. The Sands & McDougall Directory for 1915, listed only a single entry in the part of Alma Road between Alexandra Street and Lansdowne Road – St John’s College (with Reverend Dean R Stephen as its warden), a private school that evidently occupied the large mansion on the south side of the road.

The closer settlement of this part of Alma Road commenced by 1916, when the directory listed four new houses on the south side, between Alexandra Street and St John’s College. By 1918, two more houses had appeared alongside, and subdivision of the surrounding property began soon after. In 1919, land between Alma Road and Murchison Street was carved up to create 18 allotments; this was followed, a year later, by the subdivision of the north side of Murchison Street, creating eight more allotments.

Murchison Street itself did not appear in the Sands & McDougall Directory until 1922, when only two residents were listed: Fabian Archibold [sic] on the north side, and David Dunn on the south, presumably occupying the two timber houses shown on the MMBW plan of c.1902. The next edition of the directory lists Dunn Brothers woodyard on the north side, apparently at the Alexandra Street corner, plus two new houses, occupied by carpenter D P K Marshall (No 6) and tobacconist Reginald Lefebre (No 8). By 1924, the directory listed another new house (No 10) on the north side, and “two vacant houses”, alongside David Dunn, on the south. Development of the new allotments along Alma Road was considerably slower; the directory for 1921 listed only a single ‘house being built’ on the north side, recorded as ‘vacant’ the following year. By 1923, there were two occupied houses (at Nos 160 and 176), plus another four under construction.

Further subdivision had taken place during 1923 with the carving up of a large tract of land along Lansdowne Road, which created new allotments fronting Alma Road, Lansdowne Road, and the dogleg eastern extension of Murchison Street. That same year, five new allotments were formed out of a large block on the south corner of Murchison and Alexandra streets. Further subdivision of the south side of Alma Road took place during 1924 in the form of a 27-lot estate that extended down Lansdowne Road to Kurrajong Street, included five lots fronting Alma Road (now Nos 203-211) The release of this land prompted a minor development boom in the mid to late 1920s. The directory for 1925 listed two new houses on the north side of Murchison Street and eight on the south side (including “two houses being built” at Nos 21 and 23), plus two new houses on Lansdowne Street (Nos 20 and 22), on the Murchison Street intersection. Several other houses were built at the east end of the street in the late 1920s, including Nos 22 and 24 (c.1925) and 25, 27 and 29 (c.1926). The last of these, a particularly conspicuous atticstoreyed bungalow later known as Coonong Flats, was built (and presumably designed) by architect David Webb as his own home. Amongst the other early residents of Murchison Street were butcher James Bostock (No 4), manufacturers Wilfrid and Stephen Arnall (Nos 10 and 12) ledgerkeeper Hubert Hoare (No 14), and Albert Jacka (No 23), described in electoral rolls as a merchant, but better known locally as the first Australian recipient of the Victoria Cross and, later, Mayor of St Kilda.
During this time, the development of the contiguous portion of Alma Road was largely restricted to the north side of the street: there were nine occupied houses (Nos 160-170 and 176-80) in the 1924 directory, plus two more under construction (No 186-88). The following year, another 'two houses being built' were recorded at Nos 172-74. The land on the south side of Alma Road, between Wilgah Street and Lansdowne Road, remained entirely undeveloped until 1925, when the directory recorded 'two houses being built' (now Nos 209 and 211). These were promptly followed, a year later, by 'three houses being built' at Nos 199-203, and 'two vacant houses' at Nos 195-97.

The few remaining vacant allotments in Murchison Street were built on during the 1930s, including those houses at Nos 11/11a (c.1936) and the Tudor Revival-style house at No 26 (c.1937). The last major phase of development was the subdivision of the large block of land on the north-western corner of the Murchison Street dog-leg, which was formerly part of the extensive grounds of Pine Nook, the large Edwardian house facing 22 Shirley Grove. This piece of land was initially acquired by builder Reginald Callender in 1937, and subsequently sold to one Spencer Hume Jackson, an investor, in August of that year. The Sands & McDougall Directory for 1939 records 'three houses being built' on the site; this actually comprised two blocks of flats (Nos 16a and Frances Court at No 18) and a duplex, Belmore, at No 18a. The designer of these buildings has not yet been established, although it has been noted that Frances Court is stylistically very similar to several blocks of flats in Elwood known to have been designed by Henry Berry. The last addition to the precinct before the end of the Second World War was the erection of a large block of clinker brick flats at 205 Alma Road, which first appeared in the 1941 directory as the Somerset Flats.

Few significant changes were made to the Murchison Street/Alma Road streetscape in the post-war period. In the mid-1950s, the occupants of 4 Murchison Street engaged Dr Ernest Fooks, noted émigré architect, to make some changes to their house, although this appears to have consisted of some new built-in furniture. The only entirely new house to be built was a brick villa at No 9, erected for Samuel Leneman around 1965, on the site of what was one of the oldest two houses in the street. A few years later, a large multi-storey block of flats was erected at 203 Alma Road, on the site of an earlier house that had been built c.1925.

6.24.3 References
1. MMBW Plan No 46 (c.1903)
2. Sands and McDougall Directory (various).
3. Lodged Plans No 7777 (29 Mar 1919), No 7875 (24 Jun 1920), No 9224 (27 Feb 1923),
4. No 9366 (7 Jun 1923) and 10155 (15 Jul 1924)
6. Information provided by Robin Grow and David Thompson, Art Deco Society, Inc.

6.24.4 Thematic Context
Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs

6.24.5 Comparative Analysis
Murchison Street/Alma Road is significant as an intact streetscape of inter-war houses, consisting mostly of bungalow-style houses built during the 1920s, supplemented by some detached dwellings and flats, in various styles, built during the 1930s. In this regard, Murchison Street can be compared to a number of areas and streets within the City of Port Phillip which form part of larger heritage precincts.
In his description of the Brighton Road (Elwood) Area (HO318), Andrew Ward specifically identifies two parallel streets, Heaton Avenue and Burns Street, as a notable epicentre for California Bungalows, enhanced by bluestone gutters and mature plane trees. The former street actually consists entirely of these houses - to the exclusion of all other style of interwar housing - and is thus an even more cohesive example than Murchison Street/Alma Road. Nearby Burns Street, however, is more diverse and thus more comparable. Here, the California Bungalows are mostly located on the south side of the street, with the north side containing a more varied mixture of Edwardian semi-detached houses, inter-war housing in other styles (eg Georgian Revival house at No 16), plus several post-war houses and blocks of flats (including one, at No 18), recently remodelled in a Renaissance Revival style). In Burns Street, the intrusion of post-war built fabric is far more obvious than it is in Murchison Street/Alma Road, where there is only one post-war house in Murchison Street (at No 9) and a block of flats in Alma Road (No 203). As such, the latter precinct can be considered a better example.

Elsewhere in East St Kilda, Murchison Street/Alma Road compares well with Westbury Close, which is located within the Carlisle Street (East) Area (HO316) and represents a similarly diverse mix of intact bungalows and other inter-war houses. The California Bungalows in Westbury Close are fine and intact examples, with face red brickwork, shingled infill, bay windows, arched verandahs and the like; these are supplemented by detached single-storey houses (including two in the Spanish Mission style), and a doublestorey block of 1920s flats (at No 147). Many (but not all) of the houses retain original front fences, and the setting is enhanced by bluestone gutters and mature plane trees. The most marked difference between Westbury Close and Murchison Street/Alma Road is the actual street layout – the former being a conventional straight roadway (with a dead end), while the latter has the distinctive dogleg at the eastern end that provides evidence of the piecemeal development of the subdivision.

6.24.6 Statement of Significance

What is Significant?

The Murchison Street/Alma Road Precinct includes all houses along both sides of Murchison Street (Nos 2-24 and 1-29), the portion of Alma Road between Alexandra Street and Lansdowne Road (Nos 160-88 and 183-211), and three more houses along Lansdowne Street (Nos 20, 22 and 28) on the respective corners of Murchison Street and Alma Road. This area remained largely undeveloped until the Edwardian period, when a few scattered houses were built, but more intensive development did not occur until the land was subdivided for speculative housing in 1919 and 1923. The estate developed quickly during the 1920s and ’30s, and was entirely filled out by the Second World War. Consequently, most of these houses are modest bungalow-style dwellings erected during the 1920s, supplemented by a few surviving Edwardian houses, some detached houses and blocks of flats erected in the late 1930s/early 1940s, plus only two post-war buildings.

How is It Significant?

The Murchison Street/Alma Road Precinct is of historical and aesthetic significance to the City of Phillip.

Why is It Significant?

Historically, the Murchison Street/Alma Road Precinct is a representative example of a typical pattern of settlement in East St Kilda, where large Victorian properties were sold off and subdivided during the inter-War period. A small number of surviving Edwardian houses provide valuable evidence of the sparser residential settlement prior to the more intensive speculative subdivision and development of the 1920s. Aesthetically, it is a particularly intact streetscape of inter-War houses, consisting primarily of many fine bungalow-style single dwellings built in the early to mid-1920s, supplemented by some flats, duplexes, semi-detached pairs and detached dwellings built in the later
1920s and 1930s. The few remaining Edwardian houses, representing both detached timber dwellings (in Murchison Street) and semi-detached brick pairs (in Alma Road) are comparable in scale, form and material, if not in composition and detailing. Collectively, the housing displays notable cohesion in terms of its scale, composition, materials and detailing, with many properties retaining their original front fences. In Murchison Street, these qualities are enhanced by the street setting, which includes bluestone gutters to the street, wide nature strips and mature plane trees.

6.24.7 Recommendations

Buildings, street trees and large tree in front yard of No 27 Murchison Street recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.24.8 Assessment


Figure 6.24–1 – MMBW Map (c.1903) showing Murchison Street, East St Kilda – note early houses on each side
Figure 6.24–2 – Timber house, 6 Murchison Street, East St Kilda

Figure 6.24–3 – Bungalow – 160 Alma Road (c.1925)
Figure 6.24–4 – Jacka's house at No. 23 Murchison Street (1924)

Figure 6.24–5 – Flats, 18 Murchison Street (1938)
Figure 6.24–6 – Early 1910s houses in Alma Road

Figure 6.24–7 – Attic bungalow, 211 Alma Road, East St Kilda
6.25 Orange Grove (East St Kilda) - Ho392

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6.25.1 Description

The Orange Grove streetscape consists overwhelmingly of building stock from the late 1910s and early 1920s—mostly detached bungalows, plus a few double-storey blocks of flats. The built fabric from that period is supplemented by a few slightly earlier houses, dating from the earlier 1910s and some slightly later houses, dating from the 1920s and ‘30s. There are also four post-war buildings, in the form of two- or three-storeyed blocks of flats.

The earliest houses in the street date from the period 1905 to 1915, and are in the prevailing Queen Anne Revival or so-called Federation idiom characterised by terracotta tiled roofs, exposed red brickwork, and rough-cast gable ends. The oldest surviving house in the street, at No 14, has been much altered by rendering and re-roofing, but still retains some evidence of its original period in the form of bracketed eaves, roughcast render and stringcourses. The adjacent house, at No 12 (c.1915), is a more intact, if somewhat unusual, example of the style: a symmetrical façade presenting a rough-cast gable end to the street, with round-arched central doorway flanked by multi-paned timber-framed double-hung sash windows.

The bungalow-style houses of the period 1915 to 1925 are typically double-fronted detached single or attic-storeyed villas of face red brick construction, variously enlivened with roughcast render, half-timbering (eg No 25) or shingles to gable ends (eg Nos 6, 8, 28) or window spandrels (eg No 11, 17, 30) or both (No 15). Their facades are dominated by wide porches which incorporate a wide range of compositional details: capped brick piers (eg No 4, 6 and 8), tapered pillars (No 11, 17, 24) or timber posts on squat brick plinths (No 23, 26). Most of the bungalows have bay windows—variously rectangular (No 19, 27) canted (No 21, 23, 25, 26) or curved (No 24, 30)—containing timber-framed sashes with leadlight glazing.

The double-storey flats in Orange Grove include two (the Sunnyside Flats and Wittoria Flats) dating from the mid-1920s; they are of face brick construction (respectively red brick and clinker brick) with simple terracotta tiled roofs. The blocks of flats at Nos 31-33, although somewhat later in date, are very similar, while the Bon Accord Flats at No 18a are entirely different—rendered brick exterior with recessed banding, raised rendered lettering, and a roof of terracotta pantiles. The Sunnyside Court Flats, at 331 Inkerman Street, are a substantial double-storey complex in the Tudor Revival idiom, with steeply pointed roof and decorative clinker brickwork.

The post-War blocks of flats at Nos 10, 18, 20 and 22 are sympathetic in scale, even if not in form and materials, to the prevailing pre-War building stock. The examples at Nos 10, 18 and 20 are unremarkable, while No 22 (c.1966) is an interesting specimen in its own right, clearly architect-designed, with a dominating flat roof, cantilevered corner balconies, mosaic tiled spandrels, terrazzo paving and remnants of original landscaping.

6.25.2 History

Orange Grove first appeared in the Sands & McDougall Directory for 1890—listing only two houses, both on the west side of the street. Subsequent development was slow, with MMBW Map No 47 (c.1903) showing that these two houses—depicted as an adjacent pair of double-fronted masonry villas—were still the only buildings in the street. Directories reveal that the houses were later known as Bonnie Doon and Walhola, later still designated as Nos 18 and 20. During 1904, a third house was
erected at No 14, referred to as Llangana and occupied by one Emile Durre. This row of three modest dwellings remains the only buildings in Orange Grove for another decade.

Serious residential development took off in the years during and immediately after the First World War. The 1916 directory lists a ‘house being built’ on the west side of the street (now No 12), and Ah Sing, market gardener, on the east side. In 1917, the directory noted another ‘house being built’ (now no 24) on the west side and, a year later, a new dwelling at No 8 and yet another ‘house being built’ on the east side. The directory for 1919 listed six houses on the west side, and three on the east—plus market gardener Ah Sing, who disappeared entirely from directory listings the following year.

By 1920, street numbers had been further codified: the directory lists five houses on the east side, designated for the first time as 17, 19, 21, 23 and 25. The six existing houses on the west side—numbered 8, 12, 14, 18, 20 and 24—were supplemented by two new additions, designated as Nos 26 and 30. This minor boom continued into the early 1920s, and included those dwellings at No 15 (c.1920), No 13 (c.1921), No 10 (c.1922), the Wittonia Flats at No 27 (c.1922), the Sunnyside Flats at No 29 (c.1923) and four houses numbered 2, 4, 6 and 8 (c.1923).

This minor boom had abated by the late 1920s, although the next decade would see the few remaining vacant allotments in Orange Grove being developed. These included a house at No 16 (c.1927) and the Sunnyside Court Flats, on the west corner of Orange Grove and Inkerman Street, which were listed as ‘flats being built’ in the 1935 directory. The latter was mentioned in a 1935 article in the Star newspaper which described the burgeoning residential development of the East St Kilda area:

Another interesting investment was Sunnyside Court, at the corner of Inkerman Road and Orange Grove. It contains 6 individual dwellings, which were very quickly let at an average of £1 18 a week.

This development was followed by the Bon Accord Flats, built c.1937 between the two Victorian villas at 18 and 20 Orange Grove, subsequently numbered as 18a. This was followed by two more blocks of flats, located at Nos 31 and 33, built in the early 1940s.

Thus, by the end of the Second World War, all allotments in Orange Grove had been built upon.

6.25.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
6.25.5 Comparative Analysis

Orange Grove is significant as an intact streetscape of inter-war houses, consisting almost entirely of bungalow-style houses built during the 1920s, supplemented by some detached dwellings and flats, in various styles, built during the 1930s. In this regard, it can be compared to a number of areas and streets within the City of Port Phillip which form part of larger heritage precincts.

In his description of the Brighton Road (Elwood) Area (HO318), Andrew Ward specifically identifies two parallel streets, Heaton Avenue and Burns Street, as a notable epicentre for California Bungalows, enhanced by settings with bluestone gutters and mature plane trees. The former is surely one of the most cohesive examples in the entire municipality, as the street consists entirely of California Bungalows to the exclusion of other styles of inter-war housing. This remarkable cohesion is compromised only by a modest double-storey block of post-war flats at the extreme east end of the street, and an adjacent 1920s bungalow which is presently in a state of partial demolition. Otherwise, the bungalows themselves are generally fine and intact examples, although some have had discrete second-storey additions of recent origin. Moreover, only about half of the bungalows in the street retain original front fences. While the Orange Grove streetscape is less cohesive than Heaton Avenue, the individual bungalows themselves tend to be more intact, with almost all of them retaining original front fences.

More pertinent comparison can be drawn with Quat Quatta Avenue in Ripponlea, which forms part of the Elwood, St Kilda, Balaclava, Ripponlea Area (HO7). Here, the grounds of the eponymous mansion, Quat Quatta, were subdivided in 1911 and again in 1920, with the allotments subsequently developed with what Andrew Ward described as ‘inter-war bungalows’. Closer inspection shows that the north-south portion of Quat Quatta Avenue indeed remains as a cohesive streetscape of notably intact California Bungalows, although the corresponding east-west portion of the street has been much compromised by the construction of post-war apartment blocks. Notwithstanding its significance, the northsouth portion of the street, however, is less than half the length of Orange Grove, so the latter can be considered as a much better example.

6.25.6 Statement of Significance

What is Significant?

The Orange Grove Precinct, comprising all houses along both sides of Orange Grove, designated as Nos 11-33 and Nos 4-30, as well as the large block of inter-War flats on the adjacent Inkerman Street corner (designated as No 331 Inkerman Street). This houses consists overwhelmingly of bungalow-style dwellings in the form of single-storey detached dwellings, with a few double-storey flats or duplexes; these are supplemented by some later houses (1930s) and some post-War flats (1960s)

How is It Significant?

The Orange Grove Precinct is of local historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the Orange Grove Precinct is a representative and particularly intact example of the type of residential settlement that took place in East St Kilda in the late 1910s and early 1920s, when large Victorian estates were subdivided to create new estates. The street itself was laid out in the late 1880s but remained almost entirely undeveloped until the First World War. Lesser development during the later 1930s filled out the street that, with the exception of four post-war buildings, remains as an intact streetscape of inter-War dwellings.

Aesthetically, the Orange Grove Precinct is a fine and particularly intact streetscape of the bungalow-style houses which proliferated in the early 1920s, characterised by face brickwork, terracotta tiled
rooves and distinctive broad verandahs in a variety of configurations. The survival of original front fences (in the form of brick walls) in many cases enhances the setting. The bungalow houses are complemented by some fine examples of housing from later periods, including the Tudor Revival Sunnyside Court Flats at 331 Inkerman Street (c.1934), the Moderne Bon Accord flats at No 18a (c.1937), and the stylish architect-designed post-War flats at No 22 (c.1966).

6.25.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.25.8 Assessment


Figure 6.25–1 – MMBW Map (c.1903) showing limited development of Orange Grove, East St Kilda by that time
Figure 6.25–2 – Housing east side of Orange Grove, East St Kilda

Figure 6.25–3 – Housing, west side of Orange Grove, East St Kilda
Figure 6.25–4 – Wittonia flats at No. 27 Orange Grove, East St Kilda (c.1922)

Figure 6.25–5 – Typical 1920s bungalow – Orange Grove, East St Kilda
Figure 6.25–6 – Bon Accord Flats at No. 18a Orange Grove, East St Kilda (1937)

Figure 6.25–7 – Post-war flats at No. 22 Orange Grove (c.1966)
6.26 Elwood Canal - Ho 402

**Existing Designations:**

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6.26.1 Description

The Elwood Canal Precinct includes the entire canal reserve, extending from the foreshore to the municipal boundary at St Kilda Street. It comprises three discrete sections: the foreshore outfall (between the beach and Marine Parade), the Elwood Canal proper (extending from Marine Parade to Glenhuntly Road) and the Elsternwick Main Drain (extending from Glenhuntly Road to St Kilda Street and beyond, into the adjacent City of Bayside).

At the extreme west end, bisecting the foreshore reserve, the waterway has sloping sides lined with uncoursed rock. The main canal, within a reserve about 35 metres wide, is edged with rough concrete walls, approximately 1.2 metres high, but rising even higher (up to 2 metres) at the bridge crossings. The canal walls have a cement render finish, and an edge capping of large bluestone blocks, 530mm by 230mm. Along both sides of the canal are a series of cast iron mooring rings, at approximately 10 metre centres. Some of these have been removed or damaged. The canal walls are otherwise occasionally penetrated by small terracotta outfall pipes, and, near the various bridges, by outfalls with larger wrought iron pipes. There are also two concrete boat ramps: one at Kent Street, and another just south of Shelley Street.

Between Glenhuntly Road and Marine Parade, the canal proper is flanked by broad expanses, variously grassed or gravelled, forming a reserve. The side fences of adjacent properties form the boundary of this reserve, while the bluestone-pitched laneways, which bisect the residential blocks, open directly onto it. Portions of the canal reserve as partly trafficable, with some adjacent properties having garages or vehicle gateways opening off. Numerous houses also have small pedestrian gates, and some of the inter-war houses and flats (eg 90 Ruskin Street, 2 Shelley Street) have discrete side entrances that provide access to (or from) the canal reserve. One c.1940s block of flats, at 21a Broadway, even has its principal frontage to the canal. Asphalt pathways wind along both sides of the canal; relived by metal lampposts and park benches of relatively recent origin. The 27 Stories installation, along the edge of the canal, comprises rows of narrow ceramic tiles inscribed with handwritten anecdotes ascribed to various local residents. This portion of the canal reserve also includes a number of mature specimens of trees including cypress (particularly on the south side of the canal between Ruskin and Barkly streets), peppercorn, a white poplar (south side, near Addison Street), a Monterey pine (south side, near Broadway) and a row of five Canary Island date palms (south side, near Goldsmith Street).

At Glenhuntly Road, the canal merges with the Elsternwick main drain. At the junction, just south of the bridge, the concrete canal walls give way to sloping bluestone walls, then a lower concrete wall, and then a flat concrete slab that connects to the main drain itself. This is a bluestone-edged channel, approximately 2 metres wide and 500mm deep, that runs along the bottom of a grassed verge. At the two roadways (Wave and Foam streets), there are bluestone fords, with precast concrete culverts covering the channel. Beyond Wave Street, the channel becomes increasingly overgrown with aquatic plantings. Other landscaping elements in this part of the precinct include some particularly ancient gum trees, several Moreton Bay fig trees (on the south side, between St Kilda Street and Wave Street) and various native plantings, many marked by interpretative plaques.

There are twelve bridges across the Elwood Canal within the present study area, comprising four pedestrian bridges and eight road bridges. The most important of these is the reinforced concrete girder bridge across St Kilda Street, designed by John Monash in 1905. This is 40 feet (12.2 metres)
wide and 60 feet long, and comprises three 20 foot (6.1 metre) spans supported on columns with spread footings and small corbels. Each span, in turn, consisting of seven reinforced concrete girders at 4'8" (1.42 metre) centres supporting a concrete deck slab 6½" (165mm) thick. The footpath, on the west side of the bridge, is supported separately. The abutments are in the form of a row of columns against a retaining wall of precast Monier plates.

Of the remaining road bridges, there are two wide bridges that appear to date from the canal’s initial phase of development in the late nineteenth century. These bridges, at Broadway and Glenhuntly Road, have bluestone plinths and rendered brick pier walls that support deep cast iron girders with a concrete deck and asphalt roadway. The bridges at Addison Street, Ruskin Street and Shelley Street also have stone plinths and brick pier walls, but with an entirely reinforced concrete superstructure. The two-lane bridge at Shelley Street has been reconfigured with median strips (of relatively recent origin) to create a single lane bridge, while the two-lane bridge at Ruskin Street has actually been partly demolished to reduce it to a single lane, with only the bluestone plinths, at the base of the canal, remaining of the demolished half. All of these early bridges have broad asphalt footpaths (some on only one side of the road) and painted metal pipe handrails, most being further protected with galvanised steel safety barriers of more recent origin. The Marine Parade Bridge, erected by the County Roads Board in 1967, consists of a pair of three-lane reinforced concrete bridges with a superstructure of concrete piers and metal railing.

The four pedestrian bridges, all of recent origin, are located on the foreshore reserve (two bridges), at Wave Street, and at Foam Street. These are similar in form and detailing, being arched girder bridges with timber decks and railings. The John Cribbes Footbridge, on the foreshore reserve, is of timber construction (including an unusual laminated timber girder) while the other three bridges have steel girders and either timber or steel railings with steel cables.

6.26.2 History

The Elwood Canal was built in stages as part of a grandiose scheme by the Public Works Department (PWD) to reclaim the South Swamp, a ubiquitous feature in Elwood in its earliest phases of post-contact settlement (see Thematic History). Following the alignment of Elster Creek, the canal was intended to drain the marshy land east of St Kilda Street (outside the present study area). Originally, the canal proper was designed to carry only flood water, with a large pipeline to each side to carry the stream at all other times.235 The entire scheme was devised by the PWD with the involvement of Carlo Catani, then Assistant Engineer, who later, as Chief Engineer, would be responsible for reclamation of the St Kilda foreshore, and the landscaping of the park that now bears his name. Construction of the £14,000 canal began in May 1889, with the contractors, Messrs Hendon, Clarke & Anderson, engaging sixty workmen. The first stage, from the beach to Glenhuntly Road, was completed in 1897, being ¾ mile (1.2 kilometres) long, 54 feet (16.5 metres) wide and 11 feet (3.4 metres) deep. The MMBW map, dated December 1897, shows the completed canal, with bridges at Marine Parade, Barkly Street and Glenhuntly Road, with another three indicated at the future alignments of Addison Street, Broadway and Shelley Streets. Only five of these were evidently built, described in one source as cast iron trough girder bridges with a non-structural concrete decking.

The new canal, however, was not an immediate success. The two pipelines, intended to carry the everyday stream, were not maintained and soon became blocked. All drainage was consequently discharged into the main channel – its capacity (stated as five feet (1.52 metres) at low tide, and eight feet (2.43 metres) at high tide) was soon reduced by silt deposits. Attempts to solve these problems began in 1899, when the Inspector General of Public Works surveyed the canal and recommended

236 ibid
that a barrel drain be built – which, in any case, was not a success.\textsuperscript{237} In January 1901, tenders were called for the cleaning of the canal. Three years later, further works were proposed as part of a grand £30,000 scheme to improve the area’s drainage. The existing canal was paved with brick and concrete, and construction began on the Elsternwick Main Drain, extending the canal from Glenhuntly Road to the new Gardenvale railway station.\textsuperscript{238} This was 130 feet (39.6 metres) wide and three feet (0.91 metres) deep, with a central bluestone channel to carry the regular stream, and grassed sloping sides to accommodate flood waters. By the start of 1906, the drain had been completed as far as New Street (outside the present study area, in the adjacent City of Bayside), reaching Gardenvale Station at the end of 1907.

In February 1905, Carlo Catani, by then Chief Engineer of the PWD, had been contacted by engineer John Monash, a pioneer of reinforced concrete construction in Australia, who offered to build a reinforced concrete girder bridge for £1,500, which would be more cost-effective than the cast iron girder bridges that had previously been built across the canal.\textsuperscript{239} Despite some concerns about the veracity of the new technology, Monash’s company won the contract.

Construction of the first bridge, at St Kilda Street, commenced in July 1905 and was completed at the end of September. It was tested in the presence of Catani, the St Kilda City Surveyor and municipal representatives from Brighton and Caulfield, and opened to traffic the following week. Monash went on to design another seven concrete bridges across the canal. Two still survive at Brickwood Street (1906; altered) and New Street (1906-07) in what is now the City of Bayside, while later examples at Marine Parade (1907), Cochrane Street (1907), Elsternwick (1907), Port Nepean Road (1907) and Asling Street (1908) have since been demolished or replaced.

These improvements certainly improved the image of the canal, and the reclaimed swampland nearby, which was mostly sold off in two sales in 1905 and 1910, was subject to intense residential development over the next decade or so. The blocks closest to the canal did not develop until the 1920s; this residential expansion necessitated the construction of a small electrical substation on the north side of the canal, at the intersection of Goldsmith and Byron streets, which was demolished in July 2005.

This period also saw the canal effectively change owners after the passing of the Metropolitan Drains and Rivers Act 1923, now falling under the jurisdiction of the Melbourne Metropolitan Board of Works (MMBW). With problems still in evidence five years later, the MMBW engineers put forward three possible solutions: the construction of sluice gates (to cost £57,000), the enlargement and regrading of the existing canal (£73,000), or the entire refilling of the canal to create land that could be sold off for subdivision (£200,000).\textsuperscript{240} The last of these options – the most expensive and drastic of the three – was preferred by the both the government and the council. Writing in 1930, J B Cooper emphatically stated: ‘that the work will be done some time is a foregone conclusion’.\textsuperscript{241} The government, however, refused to subsidise the project, and, even three years later, the council were still unable to gain approval. The 1930s saw the canal receive more bad publicity as the scapegoat for a polio epidemic in Melbourne’s southern suburbs; even this prompted little remedial work until October 1937, when the MMBW announced that it would clear and widen the upper reaches of the Elster Creek.

Little else was done to improve the canal until the 1950s, when over 3,000 residents signed a petition to have flood protection measures taken. In December 1954, the State Government made an

\textsuperscript{237} J B Cooper. The History of St Kilda. Vol 1, p 203.
\textsuperscript{238} L Alves, A Holgate & G Taplin. ‘Monash Bridges: Typology study of Reinforced Concrete Bridges in Victoria 1897-1917’.
\textsuperscript{239} Ibid.
\textsuperscript{240} J B Cooper. The History of St Kilda. Vol 1, p 208.
\textsuperscript{241} Ibid, p 209.
allowance of £150,000 was made for the underground diversion of floodwaters. The works, which included a diversion canal through Elsternwick Park, were carefully monitored by the newly-formed Elwood Citizens Vigilance Committee, and completed in April 1958. Five years later, the channel, west of St Kilda Street, was reconstructed in order to triple its capacity. At that time, one of Monash’s reinforced concrete road bridges was partly demolished to form a footbridge (at Brickwood Street in Brighton, just outside the present study area). This was followed by the replacement of several other bridges over the next decade or so, including one at Elsternwick (demolished 1965), another at Marine Parade (replaced 1967) and a third at Asling Street (demolished 1975). During the 1980 and ‘90s, a number of entirely new footbridges were erected by the City of St Kilda, including a fine laminated timber bridge in the Point Ormond Reserve at the Marine Parade end of the canal (1982).

The most recent addition to the canal reserve has been an installation by artist Maggie Fooke entitled ‘Twenty Seven Stories’, which comprises rows of handmade ceramic tiles, set into the edge of the canal, recording canal-related memories and anecdotes from some of Elwood’s longterm residents including Roslyn Blackman, Pauline Thompson, Don Taggart, Jen Ritchie-Jones, Katie Ragheb and Helen Graham.

6.26.3 References
1. L Alves, A Holgate & G Taplin. 'Monash Bridges: Typology study of reinforced Concrete Bridges in Victoria 1897-1917'.
2. Excerpt available online at http://home.vicnet.net.au/~aholgate/jm/girdertexts/gdrtext1.html
7. Information provided by Meyer Eidelson

6.26.4 Thematic Context
Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs

6.26.5 Comparative Analysis
While canals are ubiquitous in Europe, they are considerably less common in Australia, and the example at Elwood is one of a relatively small number of canals that were developed in Victoria in the late nineteenth century. The most well-known is the Coode Canal in the Port of Melbourne, completed in 1886. Designed by the noted English engineer Sir John Coode, the canal was formed to effectively change the course of the Yarra River to make it more easily navigable. It is about 1.8 kilometres long, 100 metres wide, and 8 metres deep. Smaller in scale is the Sale Canal, which was developed in the 1890s as part of a grandiose scheme to link this Gippsland town, and its railway network, to the local shipping trade. The project also included a swing bridge (1883), swinging basin and wharf (1890) as well as the canal, which was 1.25 miles (2 kilometres) long. These two examples,
however, sprung from entirely different circumstances to the canal at Elwood. Historically, the Elwood Canal project has much in common with the Patterson River at Carrum, an artificial watercourse that was excavated in 1878 to drain the nearby Carrum Swamp. Unlike Elwood, however, the competition of this project did not spur intense residential development, and it was not until the 1970s that the reclaimed swampland was developed as the suburb of Patterson Lakes.

More pertinent comparison, however, can be drawn between the Elwood Canal and the Bendigo Creek. The latter, originally a natural watercourse running through the centre of that town, was subject to flooding and silting due to nearby mining activity. In the 1890s, the State Government partly funded corrective works, and the creek was consequently straightened, lined with stone and concrete, and bridged. As at Elwood, the bridges over the reformed Bendigo Creek were designed and built in reinforced concrete by engineer John Monash. These included eight concrete arch bridges built 1900-02 (of which all but two survive) and a concrete girder bridge, at Wattle Street, similar to those at Elwood but later in date (built 1914-15).

In its own right, the reinforced concrete bridge over the Elwood Canal at St Kilda Street is a significant element that needs to be seen in the context of other early concrete girder bridges designed by noted engineer John Monash. Two other surviving examples are associated with the Elwood Canal: one at Brickwood Street (1906) and another at new Street (1907), both located outside the present study area in the adjacent City of Bayside. Of these, the former has been partly demolished to create a footbridge while the later has been altered by the replacement of its original railings. The St Kilda Street Bridge is the earliest and most intact of the three. In terms of Monash’s broader oeuvre of reinforced concrete girder bridges, this example is predated only by one erected at Stawell Street, Ballarat, in 1904, which proved unsuccessfully and was subsequently replaced. Other early Monash concrete girder bridges that have been demolished include those examples at Lancefield (1906), Elsternwick (1907), Mount Isaac (1907), Waterfield (1908) and Ararat (1910).

6.26.6 Statement of Significance

What is Significant?

The Elwood Canal Precinct comprises the watercourse formerly known as Elster Creek, extending from Port Phillip Bay to the municipal boundary at St Kilda Street. It comprises the Elwood Canal proper (1889-97), a stone and concrete-lined waterway between Marine Parade and Glenhuntly Road, and the Elsternwick Main Drain (1904-07), a bluestone channel that extends upstream beyond Glenhuntly Road. The watercourse is spanned by two bluestone fords and twelve bridges, including two remnant nineteenth century bridges (at Glenhuntly Road and Broadway), an early reinforced concrete girder bridge (at St Kilda Street), and a laminated timber footbridge (east of Marine Parade). The canal setting is enhanced by mature landscape elements, namely Moreton Bay fig trees, Canary Island date palms, a white poplar, a Monterey pine and gum trees, and by infrastructure spanning a century, including mooring rings and boat ramps.

How is It Significant?

The Elwood Canal precinct is of historical, aesthetic, social and scientific (technological) significance to the City of Port Phillip.
Why is It Significant?

Historically, the Elwood Canal is significant as the most accessible and most intact of a relatively small number of canals that were developed in Victoria in the late nineteenth century. It retains important historical associations with the Elwood Swamp, a ubiquitous element in the area in the second half of the nineteenth century, and also with the intense phase of residential development that followed the canal’s completion in 1905. The canal has featured prominently in Elwood’s history for over a century, a fact that is ably demonstrated by surviving elements of infrastructure (eg iron mooring rings, boat ramps and bridges). Aesthetically, the Elwood Canal precinct is significant as a prominent element in this suburban landscape. The canal itself, as the only example of its type in the metropolitan area, is a unique element, visible from many parts of Elwood. The aesthetic qualities of the canal reserve are enhanced by its landscaped setting, include numerous mature trees (cypress, Monterey pine, Canary Island date palm, eucalyptus species).

Socially, the Elwood Canal is significant as an important focus for the Elwood community, in both a positive and a negative sense, for over a hundred years. For much of the twentieth century, it was a much-loved venue for swimming, fishing, boating and other recreational activities, while also undergoing phases (such as the recurring threat of flooding, pollution and the polio scare of the late 1930s) when its presence was a source of concern. The precinct remains a strong focus for community interest, including the protection of native flora and fauna.

Its social significance is acknowledged by the 27 Stories exhibit, a public art installation that recorded various canal-related memories and musings by a number of local residents.

Technologically, the Elwood Canal precinct is significant for its ability to demonstrate the type and scale of public engineering works in the late nineteenth century. Specifically, the bridge at St Kilda Street is of technological significance in its own right, as Victoria’s earliest surviving example of the type of reinforced concrete girder bridges developed by John Monash, pioneer reinforced concrete engineer, in the early twentieth century.

6.26.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.26.8 Assessment

Figure 6.26–1 – Elwood Canal heritage plan
Figure 6.26–2 – General view of the Elwood Canal; photograph taken after flood rains (Feb 2005)
Figure 6.26–3 – Similar view of canal, showing reduced water level during drought conditions

Figure 6.26–4 – Looking south from Glenhuntly Rd bridge, showing start of the Elsternwick Main Drain
Figure 6.26–5 – Reinforced concrete girder bridge at St Kilda Street, designed by John Monash
6.27 Addison Street/Milton Street (Elwood) - Ho 403

Existing Designations:

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6.27.1 Description

The precinct comprises large portions of those principal streets that were laid out following the sale of the reclaimed swampland around 1910: Barkly Street, Addison Street and Ruskin Street (running north-south) and Milton and Meredith streets (running east-west). The precinct also includes some of the smaller streets between Barkly Street and Marine Parade: all of Lawson Street and Lytton Street, most of the Meredith Street extension, and part of Thackeray Street. Finally, the precinct also includes a discrete cluster of buildings on the corner of Dickens Street and Marine Parade, which include some of the earliest houses that were built in the area in the early twentieth century. The streets themselves vary in form; those to the west of Barkly Street (ie Thackeray, Lawson and Meredith Street West) are relatively narrow, having concrete footpaths without nature strips, while those to the east (eg Addison, Milton and Meredith streets) are much wider streets, with nature strips and avenues of mature deciduous trees forming a particularly distinctive element. Most streets retain original bluestone kerbing.

The built fabric within the precinct consists overwhelmingly of late Edwardian housing in the Queen Anne Revival mode (the so-called Federation style), broadly characterised by the use of face red brickwork (often tuckpointed) with roughcast rendered banding and combined hipped and gabled roofs clad in red Marseilles pattern terracotta tiles. Within the precinct, its most common manifestation is in the form of semi-detached pairs. These mostly have symmetrical façades, each half being expressed as a mirror-reversed single-fronted dwelling, often with a curved, canted or rectangular bay window with timber-framed casement sashes and highlights, and a half-timbered and/or roughcast-rendered gable end to the street. Each individual house has an attached verandah along the outer side or, in some cases, a recessed porch to the inner side, flanking a central party wall (eg 81-83 Dickens Street). Both variations use a standard vocabulary of timber posts (typically turned, sometimes plain, tapered or stop-chamfered) with timber slat or fretwork friezes and matching brackets. The most cohesive strips of this type of housing can be seen in the northern and southern extremities of Addison Street, the southern end of Ruskin Street, and along Lytton Street. The last named is particularly notable for recurring details such as timber brackets to roof eaves and window awnings, although the houses themselves have been somewhat compromised by the overpainting of original face brickwork.

Amongst these ubiquitous semi-detached red brick pairs, there are a few anomalous examples that hark back to the Victorian era in their form and detailing. The two pairs at houses at 8-14 Addison Street, for example, have atypical corrugated galvanised steel roofs with matching bullnosed side verandahs, and ripple iron awnings to the bay windows. At 69-71 Milton Street is a pair of single-fronted terraced dwellings, which are unmistakeably Edwardian in their red brickwork, rendered banding and tiled roof, but otherwise recall the previous generation in their use of vermiculated ornament and cast iron verandah friezes. The semi-detached pairs also include a few examples that are expressed (or disguised) as a single double-fronted detached dwelling in the Victorian mode: an asymmetrical street frontage with a projecting bay to one side with a recessed wing alongside, sheltered by a broad verandah. Examples include 77-79 Dickens Street, 31-33 Meredith Street and 65-65a Milton Street. There are also a few detached single dwellings in the precinct that evoke this Victorian Survival mode, such as 29 Meredith Street and 85 Dickens Street – the latter formerly Edward Vaughan’s Frencha, one of the oldest surviving houses in the precinct.
Otherwise, the detached Edwardian houses in the precinct are in the form of red brick Federation-style villas, with materials and detailing comparable to semi-detached houses described above. A fine row at the eastern end of Milton Street includes examples with curved (Nos 68, 55) or canted (Nos 66) bay windows, and some that display somewhat atypical elements such as a slate roof (No 66), canted verandah (No 68) or an attic storey (No 58). Many of the larger and more prominently-sited villas in this area (eg 57, 67 and 70 Ruskin Street) have return verandahs; amongst the more notable is the pair flanking the intersection of Milton and Ruskin Street (ie Nos 71 and 73 Milton), which actually appear be a mirror-reversal of the same design, with distinctive splayed corner bay windows at the verandah return. Similar detailing can be seen in two interesting villas at 29 and 34 Addison Street. Another particularly fine villa (and one of the oldest in the precinct) is the former Rothes at 52 Marine Parade, having a prominent return verandah with tessellated floor, turned posts and oversized curved brackets.

Contemporaneous timber housing is rare within the precinct, and is almost entirely restricted to the older portion, west of Barkly Street. A number of timber villas in Lawson and Meredith streets achieve cohesion through their double-fronted form, weatherboard cladding and hipped corrugated galvanised steel roofs; individually, however, they differ in composition and detailing. Some have asymmetrical frontages in the Victorian Survival mode, with canted bay windows (2 Lawson Street) or rectangular bay windows (29 and 37 Meredith Street). The last example here is particularly fine, with an atypical block-fronted façade, half-timbered gable end with unusual sunburst motif, and finely detailed verandah. The house at 4 Lawson Street is entirely different, having a symmetrical façade with tripartite casement sash windows that flank a central gabled porch with half-timbered gable ends and stop-chamfered posts. The attic-storeyed weatherboard house at No. 7 is exceptional, with a steep tiled roof, roughcast rendered upper walls, curved bay windows, recessed porch and shingled spandrels, set amidst a well-established orchard garden.

As already mentioned in the historical overview, there was relatively little residential development in this part of Elwood during the 1920s. This typically consisted of conventional detached dwellings in the ubiquitous bungalow-style of the period, with face red brickwork and terracotta tiled roofs creating cohesion with the earlier dwellings. These can be seen in the southern end of Barkly Street (which largely developed in the later 1920s) and those portions of Milton Street and Meredith Street between Addison and Barkly Streets. In a few instances, the 1920s houses paid greater homage to the earlier building stock by adopting the same symmetrical double-fronted semidetached composition; this can be seen in a few isolated examples (such as Lytton Street) or, more extensively, along the west side of Ruskin Street, south of Meredith Street.

The development boom that had decreased during the 1920s continued to do so into the 1930s. Multi-storey blocks of flats, ubiquitous elsewhere in Elwood, were rare in this part of the suburb. The few examples include a block of Tudor Revival flats at 292 Barkly Street, and some Art Deco and Functionalist counterparts at 24 Meredith Street, 91 and 102 Milton Street, 16 Tennyson Street and 27 Ruskin Street. These last four listed, although built on the reclaimed swampland estate, fall just outside the boundaries of the proposed heritage area. There are even fewer post-war buildings in the precinct: a solitary block of 1960s flats at 46 Ruskin Street. While there are contemporaneous blocks of flats nearby, notably in the portion of Ruskin Street between Milton and Meredith streets, this, too, is actually just outside the proposed precinct boundary. More recent development is limited to a relatively small amount of townhouses, including those at 19 Thackeray Street, 40 Meredith Street, 77 Milton Street, and several down by the canal (which, again, fall just outside the precinct boundary).
6.27.2 History

Although reclamation of the Elwood Swamp began in 1889, the area that it occupied – bounded by present-day Marine Parade, Dickens Street, Mitford Street and Shelley Street – still remained largely undeveloped at the turn of the century. The MMBW Map, dated December 1897, shows that the triangular tract of land between Barkly Street, Dickens Street, Mitford Street and the newly-formed canal was entirely vacant at that time. Indeed, the only buildings in the area were two modest timber villas on Marine Parade (one on the south corner of Thackeray Street), and a small cluster of non-residential structures on the southwest corner of Dickens and Barkly streets. Directories reveal that the latter was the property of Matthias Lyons, subsequently listed as a dairy and, from 1909, as a grainstore. That year’s directory also reveals that there were still only two houses on Marine Parade between Dickens Street and the canal: Eileen, occupied by J Jackson, and Vine Cottage, occupied by Henry James.

It appears that closer settlement commenced soon afterwards, as the directory for 1910 recorded five new houses along Marine Parade. Two of these were still listed as ‘vacant’ while another was occupied by George Dean, his wife Ethel, and their young daughter Mary Winifred ‘Molly’ Dean (born 1905) who, two decades later, would become one of the most well-known residents of Elwood through very tragic circumstances. George Dean, one of the earliest residents of Marine Parade, had been joined, by 1911, by Thomas Dow, G Sharp and A M Ross, the last being the occupant of a large red brick villa, Rothes, on the prominent Dickens Street corner.

Development soon spread beyond Marine Parade, down the adjacent portions of Dickens Street and Thackeray Street. A solitary house on the south side of Dickens Street, between Marine Parade and Barkly Street, first appeared in the 1911 directory, identified as Frencha and occupied by Edward Vaughan. A year later, two more houses had been built alongside Vaughan’s Frencha, followed by another by 1913, and then another by 1914. These five early houses, originally Nos 107-115, survive as 77-85 Dickens Street. Nearby Thackeray Street first appeared in the 1912 directory, with a single resident, Benjamin Baker, at what later became No 35 (subsequently changed to 27, and since demolished). The next year, Baker was listed with ‘two vacant houses’ alongside. There were five houses in total by 1915 - a figure that had doubled by 1918, when the directory listed seven residents on the north side (including Nos 2, 6 and 6) and thirteen on the south. The latter, in fact, was then entirely filled out, with no remaining vacant lots and new houses designated as Nos 9-27 and 31-35 (now Nos 119 and 23-27).

Further inland, development of the reclaimed swamp was initially concentrated on Ruskin Street, which first appeared in the 1913 directory with six new houses on its east side (three listed as ‘vacant’) and another two vacant houses on the west side. A single house had also been built on the north side of Milton Street that year, between Ruskin and Mitford Street, occupied by Robert Glasscock. A year later, Glasscock had four new neighbours (with another ‘house being built’), plus five new houses on Milton Street’s hitherto undeveloped south side. By that time, all of the new houses in Ruskin Street were occupied, with another two on the east side listed as ‘being built’. It was also in 1914 that Meredith Street and Addison Street appeared in the directory for the first time: the former had five houses on the east side (one listed as ‘being built’) and four on the west side (with two ‘being built’). Development in Meredith Street was then restricted to the portion between Barkly Street and Marine Parade, where there were three new houses on the south side (then numbered as 9, 19 and 21) and a single ‘house being built’ on the north side.

This housing boom burgeoned considerably over the next few years. The seven houses listed in Addison Street in 1914 had increased to twenty by 1915, including three vacant houses, another five under construction, and a shop ‘being built’ near the Meredith Street corner. Meredith Street itself had also flourished by that time, with ten occupied houses, four vacant houses, plus six more houses and another shop listed as ‘being built’. The same directory recorded similar expansion elsewhere, with seven houses under construction in Milton Street, and another eight in Ruskin Street. By 1916, a third shop had been erected in the area, being located on the corner of Barkly and Meredith Streets, then occupied by grocer George Bearpark (now Jerry’s Milk Bar). At that time, the total number of
houses in Addison Street had jumped from twenty (in 1915) to thirty-two, including five houses recorded as ‘being built’. In Ruskin and Milton streets, most houses previously listed as either vacant or under construction were now completed and occupied. Milton Street, indeed, was fully occupied with 26 residents, while Ruskin Street had tenants in all but five of its 35 dwellings. Amongst Milton Street’s new residents were the Dean family, formerly of Marine Parade. Molly’s father, George Dean, had died in 1913 (two years after the birth of a second child, Ralph) and, four years later, Mrs Ethel Dean moved to a smaller house at 102 (now 86) Milton Street – one of many semi-detached brick dwellings then being built in that area.

By the mid-1920s, the former swampland had thus been entirely transformed into a comfortable middle-class residential estate. The end of that decade, however, saw it take on an unexpected notoriety with the brutal murder of Molly Dean. By 1930, she was a 25-year old schoolteacher, aspiring novelist, and sometime artist’s model. She was also engaged to noted artist Colin Colahan, a leading member of Melbourne’s bohemian set, in which Molly herself became an active participant. On the night of 20 November 1930, Molly had attended a film screening in the city with her fiancée and several friends, after which she caught the tram alone to St Kilda Station. Stopping to phone Colahan just after midnight, Molly missed the last tram through Elwood, and had no choice but to walk the three miles to her home in Milton Street. Just before one o’clock, the resident of 5 Addison Street heard moaning, and emerged to find a pool of blood and discarded items of women’s clothing beside the front gate. In a secluded laneway opposite the house, Molly was found in a pool of blood. As the Truth reported on 27 November:

“Her head was cruelly battered, her neck swathed in one of her own stockings, and her body so terribly mutilated that only a frenzied ghoul could have been responsible. Mary Dean was not killed in the perpetuation of a criminal offence, she was done to death in a brutal fashion, and so terribly dealt with... that the lunacy of jealousy can be the only possible explanation.”

Although rushed to the Alfred Hospital, Molly died a few hours later. As her friend Betty Roland later recalled, the murder case subsequently became a cause celebre in Depression-era Melbourne, with a shattering effect on its bohemian community. Molly’s fiancée, the artist Colahan, was the chief suspect until, after a bizarre series of twists, he finally proved that he was at home at the time of her phone to him on that fateful night. Suspicion turned to Adam Graham, a family friend whose appearance and mannerisms matched an eyewitness’ account of a man seen observing Molly at St Kilda station. At the inquest in February 1931, a number of grubby details became known, including the fact that Molly’s mother, who objected to her bohemian friendships, had instructed Graham – with whom she reportedly shared an ‘improper relationship’ - to trail her daughter. The Coroner concluded that Graham was, indeed, the murderer, and he was committed to trial. But a trial never took place. In a final twist, Graham wed the elderly Mrs Dean, ensuring that she could not give evidence against him; a ruling of nolle prosequi was announced, and Graham was set free. The case, which remains unsolved to this day, continues to evoke fascination – it was the basis for George Johnston’s novel, My Brother Jack (1964) and, more recently, inspired a play, Solitude in Blue, produced in Sydney in December 2002.

Physically, the streetscapes of this part of Elwood have changed little since Molly Dean’s time. The intense housing boom of the 1910s left relatively few vacant allotments remaining when Elwood underwent a subsequent boom of residential development during the 1920s and ’30s. Housing from this era was concentrated in those very few hitherto underdeveloped parts of the precinct, including the portions of Milton and Meredith Street between Addison and Barkly streets, and parts of Addison and Ruskin Street to the south of Meredith Street. The apartment boom of the 1930s, which otherwise characterises so much of Elwood, is barely represented here. Similar, there was very little infiltration in the post-war period, largely restricted to a few multi-storey blocks of flats (mostly in Ruskin Street) and, more recently, some new townhouses, all built on the sites of the precinct’s original Edwardian building stock.

Ironically, the house at 5 Addison Street, in front of which Molly Dean was attacked in 1930, was one of the relatively few casualties, and is now occupied by an innocuous block of 1960s flats. The
laneway opposite, where her battered body was found, still remains virtually as it was in 1930, its bluestone pitching and ramshackle rear fences still evocative of a brutal event in the history of this leafy and picturesque Edwardian suburb.

6.27.3 References
3. Betty Roland, The Eye of the Beholder, Melbourne, 1984. pp 68-75. [this memoir includes an account of the Molly Dean case by someone who knew her well]

6.27.4 Thematic Context
Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs

6.27.5 Comparative Analysis
Within the broader City of Port Phillip, there are relatively few comparable examples of the type of residential development seen on the site of the Elwood Swamp. Most parts of St Kilda, South Melbourne and Port Melbourne were characterised by dense development in the nineteenth century, which left little scope for comparable development in the early twentieth century. The most comparable examples can be found in East St Kilda, where they was relatively little development in the late nineteenth century but a minor residential boom in the first two decades of the twentieth.

In Lambeth Place (part of HO6), the west side of the street comprises a long row of paired houses in red brick, albeit articulated as attached single-fronted terraces, and very similar housing can also be seen in Glenmark Street, albeit in less intact condition. This form, representative of a hybrid Victorian/Edwardian style, is atypical in the Elwood precinct (eg a unique pair at 69-71 Milton Street), which is otherwise characterised by the more mature Queen Anne Revival form of semi-detached housing, with individual asymmetry and collective symmetry. This more mature manifestation can otherwise been seen in East St Kilda streetscapes such as Hawsleigh Avenue (part of HO316), Godfrey Avenue and Kalymna Avenue (the last two having been recently recommended as heritage precincts). Hawsleigh Street is the least extensive of the three, with red brick semi-detached houses extending along only one side of the street. Godfrey Avenue and Kalymna Avenue both have their contemporaneous housing along both sides of the streets; the former (developed from 1914) is more consistent in style, consisting almost entirely of semi-detached red brick pairs, with a single example each of a contemporaneous detached red brick villa and a block-fronted timber dwelling. Kalymna Avenue (also developed from 1914) is more diverse, with an even mix of semi-detached and detached houses of both red brick and timber construction.

These precincts are certainly more intact than the Elwood precinct, in terms of their degree of infiltration by noncontributory buildings - Godfrey Avenue, for examples, has no non-contributory buildings at all. The Elwood precinct stands amongst all other examples in the municipality out for its sheer scale, comprising a network of several interconnecting streets rather than, as is the case in the East St Kilda precincts, a single street. Being a larger precinct, it encapsulates a more varied range of buildings (ie detached and semi-detached housing) as well as a number of contemporaneous shops (the latter not represented in any of the examples in East St Kilda).
6.27.6 Statement of Significance

What is Significant?

The Addison Street/Milton Street Precinct comprises much of the residential estate that was laid out on the site of the Elwood Swamp in the 1910s: most of Addison Street between Dickens Street and the canal, the portion of Milton Street between Barkly Street and Mitford Street, the portion of Meredith Street between Marine Parade and Ruskin Street, the portion of Ruskin Street between Meredith Street and the Canal, the portion of Barkly Street between Pozieres Street and the canal, all of Lawson and Lytton streets, and most of Thackeray Street. The precinct also includes a small sub-precinct straddling the corner of Marine Parade and Dickens Street, containing some of the earliest houses on the estate. Largely developed in the 1910s, the entire precinct consists overwhelmingly of housing in the Queen Anne Revival (the so-called Federation) style, mostly as semi-detached brick pairs as well as some detached villas of both brick and timber construction, and several contemporaneous shops. There are a relatively small number of later (post-1930) buildings.

How is It Significant?

The Addison Street/Milton Street precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the precinct is significant as the largest and most swiftly-developed residential estate in Elwood, more substantial and more successful than even the largest speculative subdivisions of the 1880s boom period. Developed from c.1910 and almost entirely filled out by 1920, the estate provides evidence of the intense residential development in this part of Elwood, prompted not only by the reclamation of the Elwood Swamp but also by the expansion of the tramway network in the early twentieth century.

The precinct is also important as a marker for the site of the Elwood Swamp itself, a ubiquitous presence for Elwood’s early residents for fifty years prior to its reclamation at the turn of the century. Certain parts of the precinct are also of historic and social significance for their association with local resident Molly Dean, whose brutal (and still unsolved) murder in 1930 was a cause celebre in Melbourne at that time and continues to evoke fascination; these sites include her house at 86 Milton Street and the actual murder site in a laneway opposite 5 Addison Street.

Aesthetically, the precinct is significant for its fine and cohesive streetscapes of housing in the Queen Anne Revival idiom of the early 1910s, characterised by asymmetrical composition, terracotta tiled roofs, face red brickwork with rendered banding, bay windows and verandahs or porches with turned timber posts and ornamental timberwork. Within this broad cohesion, the precinct nevertheless exhibits a fine degree of variety in its late Edwardian building form (semi-detached and detached houses) and detailing, which is further enhanced by a lesser number of contemporaneous houses of timber construction, and some brick shops. Later building stock (ie 1920s and ‘30s) is mostly sympathetic in scale and materials, and is largely representative of its era. The housing in the streets to the east of Barkly Street are greatly enhanced by their setting: sympathetic (if not original) timber picket fences, particularly wide streets with bluestone kerbing, and broad nature strips with mature deciduous trees creating a leafy and enclosing canopy.

6.27.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

The site of Molly Dean’s murder (that is, the laneway off Addison Street) should be interpreted.
6.27.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).

Figure 6.27–1 – Typical row of semi-detached Queen Anne Revival housing in Ruskin Street
Figure 6.27–2 – Unique Victorian/Edwardian hybrid terrace housing at 69-71 Milton Street
Figure 6.27-3 – Row of 1910s detached weatherboard cottages on the north side of Lawson Street.
Figure 6.27–4 – Exceptional block-fronted late Edwardian timber cottage at 37 Meredith Street
Figure 6.27–5 – Former residence of Molly Dean and her family at 86 (formerly 102) Milton Street.

Figure 6.27–6 – Site of Molly Dean’s 1930 murder: the narrow laneway opposite 5 Addison Street.
6.28 Byron Stree/Mason Avenue (Elwood) - Ho 404

Existing Designations:

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6.28.1 Description

The precinct comprises the portion of Byron Street between Brighton Road and Tennyson Street, the two narrow dead-end streets (Moore Street and Cyril Street) that extend from its south side, and a parallel but narrower thoroughfare (Mason Street) to the north of Byron Street. The streets themselves are characterised by bluestone kerbing and relatively narrow footpaths, without nature strips. The streets that were laid out in 1888-89 (ie Mason Avenue, Moore Street and Cyril Street) are quite narrow, the last two being dead-ends. Byron Street, the older thoroughfare that pre-dates actual residential development, is considerably wider; a number of bluestone-edged garden beds have been formed in recent years along the edges of the roadway, to enclose angle parking bays.

Predominately developed in the period 1888-93, the precinct exhibits considerable variety, even amongst its late nineteenth century building stock. There are large detached masonry villas, for example, contrasting with rows of humbler working-class timber cottages. The former, restricted to the north side of Byron Street, comprise an intermittent row of five single-storey brick villas (Nos 2, 4, 14, 18, 24). These are (or at least once were) virtually identical, with asymmetrical double-fronted facades, canted bay windows, rendered chimneys with moulded caps, hipped roofs with bracketed eaves, and ornate verandahs. Three are bichromatic brick (eg Nos 14, 18, 24) while two were rendered; one of the latter (No 4) has unfortunately been sandblasted to expose the brick substrate. Roofs are invariably slate (Nos 4, 14, 24), with one in corrugated galvanised steel (No 18) and another (No 2) reclad in terracotta tiles. Verandahs also vary in detailing. Nos 4, 18 and 24 and 18 remain intact, with cast iron columns, lacework friezes and brackets; that at No 4 is particularly fine, having a atypical return verandah with tessellated floor, paired columns, and an ornate frieze enlivened with a dentillated cornice and nailhead mouldings. The verandahs of Nos 2 and 14 were entirely rebuilt during the interwar period, respectively with tapered rendered pillars and squat fluted columns.

There is a cohesive row of double-fronted asymmetrical timber villas at 20-28 Moore Street, somewhat less ostentatious than their masonry counterparts in Byron Street. These are all block-fronted, with hipped roofs variously clad in slate (No 24, 26), corrugated galvanised steel (No 28), Colorbond (No 20) or pressed metal sheet (No 22). Verandahs generally retain plain or stop-chamfered posts, with cast iron lace; one verandah has been altered (No 20) and another entirely removed (No 24). All these houses have original paired windows with timber-framed double-hung sashes and, in the case of Nos 26-28, ripple iron awnings on timber brackets.

The more modest single-fronted Victorian cottages, which proliferate in Moore Street and Mason Avenue, are typically of timber construction, either block-fronted or conventional weatherboard. A few (eg 11 and 13 Mason Avenue) have atypical beaded weatherboard, and there is also a unique row of attached brick cottages at 1-9 Moore Street. Cottages in Moore Street tend to have hipped roofs with bracketed eaves (eg Nos 1-9, 4, 6, 8, 11, 13 and 33 Moore Street), while those in Mason Avenue and Cyril Street invariably have pitched roofs, with a gable front to the street. A number of the gabled houses have a distinctive façade detail, whereby the side eaves partially return across the street frontage to form a bracketed broken stringcourse (eg 13 Mason Avenue, 10 Moore Street, 10 and 15 Cyril Street). There is much variety amongst verandah form: posts may be cast iron (plain or fluted) or timber (plain, turned or stop-chamfered) and roofs may be hipped, skillion, bullnosed or, in the case of the two atypical houses at 11-13 Mason Avenue, with unusual bellcast verandah roofs. Most verandahs are single-fronted; two exceptions with return verandahs exist at 25 Moore Street (a
timber house) and 4 Byron Street (in brick). An anomaly amongst the Victorian built fabric in the precinct (and within Elwood in general) is the pair of double-storey rendered brick Boom-style terraced houses on the south side of Byron Street (No 15-17), one of which has been unsympathetically altered by the removal of most of the verandah structure.

Edwardian housing also takes various forms. There are single-fronted timber cottages on the nineteenth century model (eg the identical pair at 2-4 Cyril Street), semi-detached brick pairs (eg 9-11 Cyril Street, 11-13 Byron Street), and fully detached houses in weatherboard (eg 14 Cyril Street) or brick (eg 12 Byron Street). The semi-detached pairs have symmetrical façades about a central party wall flanked by recessed porches, further enlivened by roughcast rendered banding and timber-framed windows with ripple iron awnings. Two similar pairs, albeit altered and far less intact, exist just outside the boundaries of the precinct at Nos 3-5 and 27-29 Byron Street. The Edwardian and early inter-ear houses are otherwise broadly characterised by common detailing including asymmetrical hipped or pitched roofs with red terracotta tiles, gable ends with rough-cast and/or half-timbered infill, porches (often to one side) with turned timber posts and fretwork friezes and brackets, and sometimes bay windows, variously curved (10 Byron Street) or rectangular (12 Byron Street).

The few inter-war houses in the precinct tend to be only representative examples of a type and period that is better represented elsewhere in Elwood. They include a number of semi-detached brick dwellings including two bungalow-style pairs with half-timbered gable ends, roughcast render and canted bay windows (20-22 and 19-21 Byron Street), and two Tudor Revival pairs with rendered walls and clinker brick trim (17a-19a Byron Street and 15-17 Moore Street). The relatively few post-war buildings within the precinct include some three-storey blocks of brick apartments, dating from the 1960s and ’70s (eg 6, 16 and 25 Byron Street, 6-8 Cyril Street), some contemporaneous double-storey flats (27 and 31 Moore Street), three double-storey townhouses of more recent origin (2a, 18 and 21 Moore Street) and a new single-storey detached house (25 Mason Avenue). None of these are particularly distinguished, although the detached double-storey flat-roofed brick house at 9 Byron Street, with its cantilevered porch roof, vertical fin-like elements and glazed header brick highlights, is a particularly fine piece of contemporary 1960s design, and as such is considered to be a contributory building within the precinct.

6.28.2 History

This part of Elwood was still largely undeveloped in the 1870s. The Vardy Survey map of St Kilda, prepared during 1873, shows several large allotments of vacant land flanking the intersection of Byron Street and Brighton Road and, further along, a solitary detached villa on the east corner of Byron and Tennyson. Closer settlement did not occur until the prosperous Boom period of the 1880s with Byron Street, as an existing and principal thoroughfare, being the first to develop. The portion to the west of Tennyson Street was subdivided during 1885, and ten new villas had been built (five on each side of the street) by early 1886. The portion of Byron Street between Brighton Road and Tennyson Street, meanwhile, evidently began to develop a year or two later, as it was not listed in the Sands & McDougall Directory until 1889. This recorded five new houses on the north side of the street, all but one identified as ‘vacant’. The south side of the street, not yet listed in the directory at that time, was subsequently developed from late 1888 with the formation of two small residential estates. The first, gazetted in November 1888, comprised 29 new allotments with frontages to Byron Street, Tennyson Street and newly-formed Moore Street; the second, gazetted in August 1889, consisted of 23 allotments, fronting Brighton Road, Byron Street, and another new street, Cyril Street. A third new street, north of (and parallel to) Byron Street, was also laid out around this time: Moy Street, later renamed Mason Avenue.

Subsequent development of these three new streets was swift; by 1891, Moore Street was completely filled out with thirteen new houses on the east side (of which four were listed as vacant) plus another fourteen houses on the west side (again, with four vacant). Moy Street, meanwhile, had twelve entries along its south side (five being vacant), its north side as yet unlisted. Construction of new houses in Cyril Street was slightly less intense, with four houses on the east side and five on the
west. Byron Street, by contrast, had not undergone comparably intense development, notwithstanding its head start. By 1891, only two more houses had been built on the north side of the street, and three on the south side. The latter comprised the pair of double-storey terraces that still stand at Nos 15-17, and a detached villa (since demolished) on the south-west corner of Moore Street.

The MMBW map of the area, dated 1897, shows that development had, in fact stagnated. By that time, there had been no further construction in Byron Street, Moy Street or Cyril Street, and only one more house on each side of Moore Street. The latter included a general store at No 16, operated by one Joseph Shead, which first appeared in the directory in 1896. This development lag would continue for the next decade or so, with only two more houses being built: one at 23 Moy Street (c.1904) and another at 23 Byron Street (c.1907). During this period, the general store at 16 Moore Street remained operated by its original owner, Joseph Shead, until around 1911. It would subsequently be operated by a succession of grocers including John Allen (1913), Percy Dowker (1915), R Glenwright (1920s), and Mrs L Mitchell (1930s).

The inter-war development that characterises much of Elwood did not leave much of an imprint on this older and more established part of the suburb, simply because most of the allotments had already been developed by that time. The last few remaining vacant allotments were finally developed during the 1920s and early 1930s, comprising a detached weatherboard house at 7 Cyril Street (first listed as ‘vacant’ in 1923), and a semi-detached brick duplex at 17a-19a Byron Street (c.1934). Other residents were merely content to update their existing houses, as was the case with Pekina, the Victorian brick villa at 2 Byron Street, which was externally remodelled with a new timber-framed windows and flat-roofed verandah with ubiquitous tapered pillars.

Still others saw the benefit of demolishing their houses and replacing them with multi-unit dwellings, reflecting a trend that was spreading throughout Elwood at the time. During the 1930s, a semi-detached duplex was erected on the site of two adjacent timber cottages at 17-19 Moore Street and, in Cyril Street, a small double-storey block of flats, Christina Court, built on a site originally occupied by another two cottages. Not surprisingly, this trend of removal and redevelopment was to continue into the post-War period. Casualties during the 1960s and ’70s included early timber cottages (eg 27-31 Moore Street; 6-8 Cecil Street) and several of the grand brick villas in Byron Street (Nos 6, 16 and 25), which were all razed for new two- and three-storey blocks of flats. Amongst all these new flats, two new detached houses were also built in the post-war period: a faux double-storey terrace house at 37 Mason Avenue, and, at the other end of the architectural spectrum, a particularly fine architect-designed brick townhouse at 9 Byron Street.

Development of this sort within the precinct had abated considerably by the 1980s, and only three new houses have actually been built since then: three double-storey townhouses in Moore Streets (Nos 2a, 18 and 21) and a single-storey house at 25 Mason Avenue.

6.28.3 References

1. Lodged Plans No 2244 (dated 22 November 1888) and 2640 (dated 22 August 1889)
2. City of St Kilda Rate Books. South Ward.
3. Sands & McDougall Directory

6.28.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
6.28.5 Comparative Analysis

The housing within the Byron Street precinct is representative of the type of late Victorian Boom-period development that is ubiquitous across Melbourne’s inner suburbs, including many parts of the City of Port Phillip such as St Kilda, East St Kilda, Balaclava, Port Melbourne and South Melbourne. However, it is much less common in Elwood and present-day Ripponlea. Indeed, the MMBW map of the area (c.1897) indicates that dense residential development at that time largely restricted to the large area bounded by Brighton Road to the east, Moy Street (now Mason Avenue) and Clarke Street to the north, Milford Street to the west, and Scott Street to the south. This encapsulated rows of detached masonry villas on both sides of Scott Street, Rainsford Street and the north side of Byron Street (east portion), some scattered brick villas on the south side of Tennyson Street, rows of detached timber villas in John Street and Byron Street (west portion), and rows of more modest single-fronted brick and timber cottages in Moy Street, Cyril Street and Moore Street.

Today, what was once the heart of Elwood’s late nineteenth century residential development has been much compromised by a century of demolition, unsympathetic renovation and redevelopment. In Byron Street (west), seven of the original ten villas have been demolished and another two virtually remodelled beyond recognition, leaving only a single intact surviving example at No 38. In nearby John Street, a cohesive row of four timber villas remains at No 24-30, along with another single villa at No 10, but five others have disappeared. Similarly in both Scott Street and Rainsford Street, many of the brick villas were replaced by new dwellings or multi-storeyed blocks of flats in the post-war period, leaving only one fully intact house in each street (20 Scott Street and 7 Rainsford) plus several others in much-altered states. Within this former centre for Boom-era development, it is Moore Street, Cecil Street, Byron Street (east) and the south side of Mason Avenue that stand out. Some parts, such as Moore Street, remain as extremely cohesive streetscapes of nineteenth century development while other portions, such as Byron Street (east) and Cyril Street, provide intact remnants of that period with an overlay of subsequent twentieth century development.

There are three comparable areas in Elwood that are (or were once) characterised, albeit to lesser extents, by similar Boom-period residential development. The first, much smaller in scale but equally dense, is Hotham Grove, Ripponlea, which once had a row of eight villas on the north side, another seven on the south, plus three small cottages fronting Bell Street.

Most of these, however, have either been demolished or unsympathetically altered, leaving only the cottages at 1-5 Bell Street, a pair of villas at 17-19 Hotham Grove, and another larger villa at No 2, as the most intact surviving evidence – which, unfortunately, do not combine to produce the effect of a cohesive precinct (or even a streetscape) in the same way as Byron Street/Moore Street/Cyril Street/Mason Avenue. Two other examples, larger in scale but sparser, were the two ambitious, if ultimately unsuccessful, speculative estates in the southern part of Elwood, between St Kilda Street, Glenhuntly Road and Ormond Road. In contrast to those mentioned above, these estates never actually developed with dense rows of housing, but simply with a few isolated villas. In any case, no evidence of either estate now survives, with the exception of a pair of much-altered brick villas at 54-46 Spray Street.

6.28.6 Statement of Significance

What is Significant?

The Byron Street Precinct comprises all those properties in Cyril Street, Moore Street, most of the south side of Mason Avenue (Nos 1 to 37) and much of the portion of Byron Street between Brighton Road and Tennyson Street (Nos 9 to 23 on the south side, and Nos 2 to 24 on the north side). Largely developed between 1888 and 1891, the precinct consists overwhelmingly of predominantly single-storeyed late nineteenth century housing of numerous types (grand villas in brick and timber, brick terrace houses, rows of modest timber and brick cottages), supplemented by
a small number of Edwardian and inter-war houses (typically duplexes and semi-detached pairs) and post-war buildings (typically multi-storey flats).

How is It Significant?

The precinct is of historical, architectural and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the Byron Street precinct is significant as the most intact, cohesive and varied evidence of Boom-period residential settlement in Elwood. This type of development, ubiquitous in most of Melbourne’s inner suburbs, was underrepresented in Elwood in the late nineteenth century, being largely restricted to a densely settled area bounded by Brighton Road, Mason Avenue, Mitford Street, Scott Street. Other Boom-era subdivisions, such as the Seaside Estate in the south of Elwood, were far more sparsely settled, and ultimately failed. In any case, what little evidence ever existed of this phase of Elwood’s development has subsequently been decimated as a result of subsequent demolition, alteration and redevelopment in the twentieth century, leaving Cyril Street, Moore Street, the south side of Mason Avenue and a portion of Byron Street as the most intact surviving remnant of what, in the late nineteenth century, the heart of residential Elwood. The twentieth century accretions, including Edwardian and inter-war houses and post-war flats, are of interest in their own right, providing important evidence of successive phases in the development of Elwood’s built environment.

Architecturally and aesthetically, the precinct is significant for its ability to demonstrate a number of ubiquitous late nineteenth century housing types, including the grand bichromatic brick villas and terraced dwellings of the middle-class, and the humbler timber and cottages of the lower classes. The nineteenth century buildings within the precinct achieve a broad sense of cohesion through their common scale (predominantly single-storeyed) and materials (predominantly timber) while, at the same time, displaying richness and variety in the form and detailing of individual dwellings. The few early twentieth century buildings, including semi-detached duplexes, are contributory elements, being representative examples of eras and styles that are generally better represented elsewhere in Elwood. The post-war buildings are generally generic in style and thus non-contributory, save for a fine architect-designed 1960s house at 9 Byron Street that is of aesthetic interest in its own right.

6.28.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.28.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).
Figure 6.28–1 – Attached row of Victorian brick cottages at No 1-9 Moore Street

Figure 6.28–2 – Row of detached single-fronted Victorian timber cottages in Mason Avenue
Figure 6.28–3 – Two of the remaining grand Victorian detached brick villas, at 2-4 Byron Street.
Figure 6.28–4 – Atypical pair of rendered Victorian double-storey terrace houses at 15-17 Byron Street
Figure 6.28–5 – Typical double-fronted timber villa, one of several in a row in Moore Street
Figure 6.28–6 – Interesting architect-designed detached 1960s house at 9 Byron Street
6.29 Mccrae Street (Elwood) - HO 405

### Existing Designations:

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### Description

The subdivision comprises sixteen blocks of land, of which twelve have frontage to McCrae Street, and another four fronting John Street, McRae Street itself, and another four fronting John Street. McRae Street itself, a short but broad cul-de-sac, has bluestone kerbing with concrete driveway crossovers and footpaths, and narrow nature strips planted with small trees including eucalyptus and melaleuca species. The sixteen allotments are occupied by eight pairs of semi-detached duplex dwellings, which have been sited to create a repetitive and regular streetscape. Between each pair of dwellings is a pair of driveways that flanking a central woven-wire fence and leading back to a pair of attached garages at the rear of the block. Streetscape cohesion is also achieved through equal setbacks, and the continuous use of virtually identical front fences, in the form of brick dwarf walls with squat piers. The houses themselves achieve cohesion through their common scale (ie single-storeyed), their composition (ie double-fronted facades with side porches and attached garages to the rear) and their materials (terracotta tiled roofs, tripartite timber-framed windows, and face brick plinths with textured rendered walls above and tapestry brick trim).

Otherwise, there is variety in the detailing and form of individual residences, although some are simply mirror-reversed. This is the case with Nos 7-9 and 12-14, both of which are expressed as a single residence with an asymmetrical double-fronted façade, and side porches with tapestry brick piers. A Moderne influence has been introduced in the rendered finish, which was raked to created the effect of banded rustication, and, unlike most of the other houses, there is no tapestry brick trim. Nos 8-10 and 11-13 also form a mirror-reversed pair; they have a similar asymmetrical double-fronted composition and side porches with brick piers, but the façade detailing is otherwise entirely different, with clinker bricks window sills, lintels and eaves corbels, evoking the Tudor Revival style. The houses at Nos 3-5 are similar, but with fully rendered side porches, soldier course window lintels, and decorative brick diaperwork. By contrast, the houses at Nos 4-6 are entirely anomalous in their form and detailing. This pair has a symmetrical façade with an elongated bay window across both halves, and, above, a jerkinhead roof that is unique in the precinct. Like the other houses, it has side porches, but they are enlivened in this case by round arches with clinker brick voussoirs, a low parapet, and a fully rendered finish.

The properties flanking the John Street corner are different again; each pair has an almost symmetrical frontage to John Street, about a central party wall. Each half, however, is articulated as a discrete double-fronted asymmetrical dwelling, having a gabled bay to one side with a raked parapet and a canted bay window. The outermost houses in each pair (31 and 33 John Street) have broad gabled front porches with eaves corbels and a Tudor-style arch, edged in clinker brick. The houses on the actual corners (Nos 1 and 2 McRae Street) have virtually identical double-fronted facades to each street frontage, with the entry porches facing McCrae Street.

### History

The new estate is first recorded in the Sands & McDougall Directory in 1936, which listed newly completed houses at 31 and 33 John Street (respectively occupied at that time by William Bartley and Mrs Fanny Murray), plus another on the east side of McCrae Street (occupied by one Gavin Greenlees), presumably No 1, being the other half of 31 John Street. That year’s directory also had entries for another ‘house being built’ on each side of McCrae Street. A year later, the directory
listed six completed houses in McCrae Street, at Nos 1, 2, 3, 4, 5 and 6. By 1938, the estate had entirely filled out, with another four pairs of houses completed at Nos 8-10, 12-14, 7-9 and 11-13.

Electoral rolls record that the original residents of this modest estate included Gavin Greenlees, journalist (No 1), Abraham Frederick Davis, clerk (No 2), Phillip Cohen, musician (No 3), Mark Benjamin, salesman (No 5), Alfred Gardner, musician (No 7), Henry George, surveyor (No 9), William Cooper, waiter (No 10), Harry Cohen, tailor (No 11), William Newton, manufacturer (No 12), Edwin Smith, manager (No 13) and Thomas O’Dowd, butcher (No 14). Of these original residents, only Davis (No 2), Cohen (No 11), Cooper (relocated from No 10 to No 12), and Smith (No 13) were still living in McCrae Street in the mid-1940s. This remained constant for over a decade; by 1965, however, only Abraham Davis remained.

6.29.3 References

6.29.4 Thematic Context
Building settlements, towns and cities:
• Planning urban settlement
• Making suburbs

6.29.5 Comparative Analysis
While inter-war residential development characterises much of present-day Elwood, much of this took place along existing streets and subdivisions that had been laid out in the nineteenth and early twentieth centuries. Virtually all of the land in Elwood that could be subdivided had been thus developed by the onset of the Depression, and consequently very few entirely new residential estates were laid out there in the 1930s and early ‘40s. During this period, the cul-de-sac residential estate became popular throughout Melbourne’s more affluent suburbs, and Elwood’s few new subdivisions from that period are in that form. In a broad sense, McCrae Street can therefore be compared to the few other cul-de-sac estates in Elwood, namely Garden Court (1936), Avoca Court and, although somewhat later in date, Southey Court (1943). Other examples in the City of Port Phillip include Eldon Court in St Kilda (1940) and Holroyd Court in East St Kilda (1936). The difference, however, is these estates are invariably in the form of short, curving courts rather than, in the case of McCrae Street, a straight dead-end street. Moreover, their building stock typically comprises multi-storey multi-unit developments, such as double-storey duplexes (eg Holroyd Court) or three- or four-storey blocks of flats, rather than the rows of single-storey semi-detached houses seen in McRae Street.

Residential subdivisions like McCrae Street, comprising longer dead-end streets lined with single-storey dwellings in a cohesive architectural style, were actually more common, at least in the City of Port Phillip, in the second half of the 1920s. Perhaps the finest example is Los Angeles Court in Elwood’s northern extremity. Dating from 1927, this relatively long dead-end street was developed with a series of detached dwellings. Mooltan Avenue in East St Kilda, dating from 1925, is a kinked cul-de-sac containing seven detached houses in the Spanish Mission style, creating a cohesive enclave that is quite comparable to McRae Street. The latter, however, is notably larger in scale (having twice as many houses), and displays even greater cohesion in terms of its regular site planning, with semi-detached houses alternating with paired driveways and attached garages.
6.29.6 Statement of Significance

What is Significant?

The McCrae Street Precinct includes all properties within a cul-de-sac residential subdivision that was laid out in c.1935 and developed within a year or so thence. It consists entirely of pairs of semi-detached single-storey rendered brick dwellings: three pairs along each side of McCrae Street (Nos 3-5, 7-9, 11-13, 4-6, 8-10 and 12-14) plus two other pairs straddling the John Street corners (31 and 33 John Street, forming semi-detached pairs, respectively, with 1 and 2 McCrae Street).

How is It Significant?

The McCrae Street Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the McCrae Street Precinct is significant as one of a very small number of entirely new residential estates subdivisions that were developed in Elwood during the 1930s. With a long and straight dead-end street at its centre, it represents a distinct contrast to the more ubiquitous form of contemporaneous estates (eg Garden Court, Avoca Court and Southey Court) that comprise multi-storeyed dwellings around a short court.

Aesthetically, the McCrae Street Precinct is significant as a fine streetscape of late inter-war housing. While individual houses vary in detailing, showing the various influences of the Moderne, Tudor Revival and Bungalow idioms, they otherwise exhibit a remarkable consistency of form (double-fronted facades with hipped roofs and side porches) and materials (terracotta tiles, render, tapestry brick) that combines with the carefully regimented estate layout (alternating semi-detached houses with paired driveways and garages) to create an intact and cohesive enclave, enhanced by common front fences, landscaped nature strips, and bluestone kerbing.

6.29.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.29.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).
Figure 6.29–1 – General view along west side of McRae Street; note blue stone kerbing and street trees.

Figure 6.29–2 – Unique gambrel-roofed house at 4-6 McCrae Street, note: canted bay window across both dwellings
Figure 6.29–3 – Tudor Revival- influenced house on corner of McCrae and John Street; note: front fence

Figure 6.29–4 – Typical pair at 3 – 5 McCrae Street, note: garage and low woven-wire fence.
6.30 Nightingale Street Precinct – Ho439

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6.30.1 Description

The precinct is nominally bounded by Marlborough Street, Woodstock Street, Bothwell Street and the railway line, and includes properties in Marlborough, Rosamond, Nightingale, Woodstock and Gibbs streets. The grid layout, typical of Melbourne’s inner-suburban development in the late nineteenth century, has three streets running east-west (Marlborough, Rosamond and Nightingale) and two running north-south (Woodstock, Gibbs), forming rectilinear blocks further bisected by night-soil lanes. The streets themselves are relatively narrow, with bluestone kerbing and narrow asphalted footpaths without nature strips. A conspicuous exception is formed by Bothwell Street, part of the south boundary of the precinct, which runs diagonally through the rectilinear grid, with a central median strip – a morphology resulting from its construction over the former alignment of the Main Drain. Even more conspicuous, however, is the railway line that marks the precinct’s eastern boundary. This is raised on a tall embankment; a narrow pathway, actually a gazetted street known as Railway Place, runs along the base of the embankment, between Nightingale and Bothwell Streets.

The narrow allotments within the precinct have prompted relatively dense development in the form of small-scaled detached dwellings, invariably in the form of single-fronted timber cottages. Most of these are of conventional weatherboard construction, although there are some block-fronted examples (34, 36 Nightingale; 27, 36-40 Rosamond; 37-41, 55 Marlborough). A few examples have been re clad in faux brick cladding (42 Rosamond; 10, 16, 18 Gibbs), while one at 46 Rosamond has been partly re clad in ceramic tiles.

Some of these cottages have hipped roofs (eg 34, 36, 50, 52 Nightingale; 33, 37, 39 Marlborough; 36-40 Rosamond) but the more common form is a gabled roof (25-35 Nightingale; 24-34, 44-48 Rosamond; 10-12, 16-18 Gibbs). Many of these have gable ends enlivened by bracketed cornices that return from the side elevation - a distinctive and recurring detail (19-21, 27-29, 33-35 Nightingale; 24-34 Rosamond; 10-12, 16-18 Gibbs) - and some retain moulded timber bargeboards and turned finials (27-35 Nightingale, 18 Gibbs). The cottage at 7 Gibbs Street has an unusual scalloped timber bargeboard. Roofs are mostly clad in corrugated galvanised steel, with slate (eg 39 Marlborough) being atypical. A few of these cottages (eg 3 Gibbs) have been re clad in modern tiles. Chimneys are invariably rendered, with moulded capping (15-21, 25-29, 30 Nightingale; 41 Marlborough; 24, 28-30 Rosamond; 11, 12 Gibbs). Only a few have face brick chimneys (eg 33, 35 Nightingale; 36, 38 Rosamond; 2 Gibbs).

There is considerable variety amongst front verandah form: skillion roofs (15, 17, 25, 33, 35 Nightingale; 55 Marlborough; 32-34 Rosamond), hipped roofs (27, 52 Nightingale; 11 Gibbs) and bullnosed roofs (19, 21, 50 Nightingale; 28 Rosamond) are all represented. Bellcast verandah roofs – a relatively unusual form – are also much in evidence (29, 31 Nightingale; 39 Marlborough; 24, 27 Rosamond; 2, 12, 18 Gibbs). These verandahs generally have timber posts – variously stop-chamfered (50 Nightingale; 33, 55 Marlborough; 24, 32 Rosamond; 2, 11, 12, 18 Gibbs), turned (27, 35 Nightingale; 34 Rosamond; 10 Gibbs), or plain (25, 33 Nightingale; 26, 29 Rosamond). Only a few have cast iron Classical columns (52 Nightingale; 31, 37 Marlborough; 40 Rosamond). Many retain cast iron lace friezes; a few have timber slat friezes that are possibly not original (eg 36 Rosamond) and still others have no frieze at all. Several verandahs have been partly or entirely rebuilt, eg by the replacement of original posts with plain metal pipes (29, 34 Nightingale; 42 Rosamond) or trellises (16 Gibbs).
Amongst all these modestly-scaled single-fronted cottages are a relatively small number of larger Victorian double-fronted villas with symmetrical facades. There is a prominent row of five in Marlborough Street (Nos 43-51), and two rows of three on opposite sides of Nightingale (Nos 43-47 and 44-48). The former is the least homogenous, alternating villas with hipped roofs (No 43, 47, 51) and gabled roofs (No 45, 49) and exhibiting varied verandah details. The villa at No 49 has been substantially altered by recladding of the façade and insertion of new doors and windows. The villas in Nightingale comprises three early examples (No 43-47) that have been considerably altered and, on the north side, a particularly fine and intact row of later Boom-period villas (Nos 44-48). The latter have hipped roofs with a frieze of paired eaves brackets, panels and paterae, timber posts supporting hipped verandahs with identical cast iron lace friezes. All have moulded timber doorcases with highlights and sidelights, flanking windows with moulded external architraves, and timber picket fences that are sympathetic, if not actually original.

Other double-fronted villas in the precinct include a fine block-fronted example at 31 Rosamond Street, with bellcast verandah on plain timber posts with cast iron frieze, and two plainer and probably early examples at Nos 50 and 56. The double-fronted cottage at 1 Gibbs Street is unusual, being one-room deep with a longitudinal gabled roof and a lean-too addition, multi-panelled sash windows, and a verandah built right to the property line. There are several other villas that have been substantially altered, such as the row of three at 53-57 Rosamond (all reclad in faux brick cladding with rebuilt verandahs), another at No 47 (brick veneered) and one at 39 Nightingale (rendered virtually unrecognisable by an inter-war addition to the street front).

By far the finest of the double-fronted villas in the precinct is that on the corner at 32 Nightingale. This ramshackle but well-preserved house has a block-fronted façade to Nightingale Street, top-heavy brick chimneys with roughcast banding, and a prominent return verandah with stop-chamfered posts and a fine cast iron lace frieze. At the rear, fronting the laneway, is a distinctive red brick outbuilding (former stable?) with a hatch at the upper level, of interest as a rare survivor of its type. On the diagonally opposite corner site (22 Nightingale) is another unusually well-appointed double-fronted villa, of note for its offset canted bay window and ornate rendered chimneys with vermiculated panels.

Of some interest within the precinct are the few anomalous houses of masonry construction. The three at 38-42 Nightingale are atypical for several reasons, not simply for their ruled ashlar finish (a contrast to the block-fronted villas seen elsewhere) but also for their form, being articulated as an attached row under a continuous hipped roof. Further along, at Nos 56-58, is a similar semi-detached pair, this time of brick construction (regrettably overpainted). The latter dwelling has been further compromised by a large but discreet second-storey addition.

Little evidence now remains of the few retail premises that once existed within the precinct. The corner shop at 31 Marlborough Street is a rare survivor, and also a notable element in the streetscape: a weatherboard structure built to the property line, with the traditional splayed corner entrance and original timber-framed shopfront windows. The shop that formerly existed on the next corner (33 Rosamond Street) has been demolished and the vacant site redeveloped as a public reserve. The former fruiterer’s shop and dwelling at 55 Marlborough, near the station, is no longer recognisable as such, now interpretable only as a house. Finally, the former grocery shop at 41 Nightingale Street – with its rendered façade, low parapet and moulded corbels with vermiculated panels – has been consolidated into the adjacent house, its façade altered by the bricking up of the original door and the insertion of a new elongated rectangular window.

Inter-war houses within the precinct are representative of their type and era. There is a weatherboard and terracotta-tiled bungalow at 54 Nightingale, with a shingled gable above the central front door forming a porch, with fluted columns on rendered piers. On the south side of Rosamond Street, there is a rendered brick duplex at 39-41 and a double-storey block of clinker brick walk-up flats (of the type ubiquitous in St Kilda and Elwood) at No 45. There are relatively few post-war buildings in the precinct, and most are located in Gibbs Street – a single-storey brick house at No 6 (c.1970s) and some more recent double-storey townhouses at Nos 4 and 8. A cream brick
veneer villa at 35 Rosamond (c.1950s) has steel-framed windows and a hipped tile roof. There are also several vacant sites in the precinct: 14 Gibbs Street (ripe for redevelopment), 17 Gibbs Street (now part of the garden of adjacent No 15) and the aforementioned shop site at 31 Rosamond Street (now a public reserve).

6.30.2 History

A survey map prepared by Kearney in 1855 shows that this part of St Kilda was still largely undeveloped at that time. There were few houses south of Carlisle Street (then known as Beach Road) and fewer still east of Chapel Street. The large tract of land to the south-east of the intersection, comprising the present study area, included only three properties – a smaller house fronting Chapel Street, another on Carlisle Street and, alongside, a larger villa with outbuildings, on the present-day site of Balaclava railway station. By the end of that decade, however, this underdeveloped area had been fundamentally altered by the construction of two of early St Kilda’s most important public works. Firstly, the so-called Main Drain was laid out during 1858, following repeated pressure from local residents in the low-lying Balaclava area. The course of this drain ran from the beach along Shakespeare Grove and Albert Street, extending east, halfway between Inkerman and Carlisle streets, then south-east through the Market Reserve (now the Town Hall site) and the State School, along what is now Bothwell Street, and thence into the adjacent City of Caulfield. At Grosvenor Street, in the southwest corner of the present study area, the Main Drain intersected the other great municipal improvement of that era: the new St Kilda-to-Brighton railway line, which opened on 3 December 1859.

A subsequent survey map, prepared by Cox in 1866, shows the area bounded by Nightingale Street, Grosvenor Street, Chapel Street and the railway line was still entirely undeveloped at that time, simply indicated as a treed reserve, bisected diagonally by the Main Drain. The portion extending north to Carlisle Street, however, had been developed with three new dead-end streets, running east-west between Chapel Street and the railway line: viz Nightingale, Rosamund and Marlborough streets. The map further indicates some twenty dwellings clustered in the western half of this burgeoning estate, but only four on the eastern half – ie east of Woodstock Street (which, at that time, did not yet exist). These comprised a single dwelling on the south side of Rosamund Street (later No 41), plus three on the north side of Nightingale (later Nos 32, 44 and 54).

Relatively little had changed by 1873, when J E S Vardy prepared his more detailed survey map of St Kilda. His map shows a few more houses on the western half of the estate, but still only the same four on the east. Woodstock Street had also appeared by that time, albeit extending only as far south as Nightingale. At that time, the north-eastern half of the block bisected by the Main Drain was still undeveloped (shown on the map as five huge vacant allotments) while the south-western half now included three large mansions fronting Chapel Street. The two closest to Brighton Road, identical in plan and designed by local architect George Johnson, had been erected in 1869-70 as a speculative venture for Henry R Harwood.

It was not until 1875 that Rosamond Street first appeared in the Sands & McDougall Directory, followed by Nightingale Street a year later. Each street had about a dozen residents listed, although most of these were in the portion west of Woodstock Street. The eastern half remained virtually as undeveloped as it had been on Vardy’s map. Amongst the few early residents of this part of Nightingale Street in 1876 were Mrs Mary Whelan, who occupied the pre-1866 house at No 32, and Henry Faulkner, who apparently resided on the previously undeveloped south side of he street, at what is now No 47. Subsequent directories reveal that the number of residents in both Rosamond and Nightingale streets remained more or less constant (ie about a dozen listings each) during the late 1870s and into the early ‘80s. Then, in 1883, the total number of entries for Nightingale suddenly jumped to seventeen, and those for Rosamond to twenty – although, once again, most of these were in the portion west of Woodstock Street.

Gibbs Street (named after the land’s original Crown Grantee, S M Gibbs) first appeared in the directories in 1883, but rate books recorded it as early as 1876, with four entries for vacant land
owned by Edward Duckett (75 feet, valued at £2), Hugh Peck (100 feet, £3), William Hawkins (248 feet, £5) and William Lawford (200 feet, £4). The first house was erected that same year – a three-roomed timber cottage (No 8, demolished) owned by Joseph Berry and occupied by John W James. The second house in the street (No 22; also demolished) was built during 1877, owned and occupied by painter John McPhail. There was little further development until the early 1880s, when another three timber houses appeared on the west side, recorded in the 1882 rate book as two ‘unfinished’ timber houses (Nos 5 and 9) with a smaller two-roomed house between (No 7). During 1883, two more houses appeared at the north end of the street: a small cottage at No 3 (owned and occupied by postman Joseph Bayles) and a larger and more conspicuous double-fronted villa at No 6 (owned by Helen Berry, whose family built (and, at that time, still owned) the adjacent No 8, the earliest house in the street).

Marlborough Street, meanwhile, developed more steadily during the 1880s, with directories listing only eight entries on the south side (between Woodstock Street and the railway) in 1880, increasing to ten by 1885 and to thirteen by 1890. The remaining streets in the precinct, however, were all subject to a more dramatic boom during that decade. The directory for 1884, for example, included no less than twelve entries in the portion of Rosamond Street to the east of Woodstock Street. Amongst the new residents were the Tong family at No 43 and the Featherstons at No 45, both of whom remained there for many years. The number of entries for Rosamond Street had further increased to eighteen by 1885 (with new additions including Henry Brett, baker and confectioner, who opened a corner shop at No 33), to 24 by 1887, and 26 by 1890. Similar development occurred along the corresponding portion of Nightingale Street, where directory entries jumped from six in 1883 to seventeen in 1884 (recording the development of the previously underdeveloped south side of the street), then to 21 by 1886, and to 26 by 1890.

Gibbs Street also developed considerably during the mid-1880s. The 1886 rate book lists several new houses that were built over the previous twelve months, including a four-roomed dwelling at No 1 (owned by White & Company, agents, and still vacant at that time) and, at the other end of the street, an ‘unfinished’ house at No 11. On the other side of the street, builder George Newman erected a row of four cottages (Nos 10 to 16) on vacant land that he owned with 100’ frontage. The south end of the street had filled out by 1890, with new houses at No 15 and 17 (the latter, on a tight triangular site on the Bothwell Street corner, has since been demolished), No 18 (owned and occupied by Alfred Grigg, a plumber) and No 20 (owned by James McPhail, who, a decade earlier, had built his own residence next door).

By the time of the collapse of the Land Boom in the early 1890s, this area had become firmly entrenched as a typical inner-suburban working class neighbourhood. Rate books from that period reveal a broad range of blue-colour occupations amongst its residents including carpenters, gardeners, labourers, wood merchants, miners, coopers, woodcutters, dairymen, plumbers, bricklayers and tramway employees. There were only a handful of white-collar workers, namely a police constable, an accountant, a barrister and an architect (one William Evans at 39 Rosamond Street), and others engaged in the retail trade - a baker, a butcher, a grocer, a greengrocer, a bookseller a fruiterer and a draper. Only a few of these retailers actually maintained their professional premises within the precinct. In addition to the bakery that had operated at 33 Rosamond Street from c.1884, there were corner grocery shops at 41 Nightingale Street (c.1889) and 31 Marlborough Street (c.1891) and a fruiterer (c.1896) at the other end of the latter street, alongside the railway embankment.

The MMBW map of the area, prepared around the turn of the century, shows that the precinct was virtually entirely filled-out by that time. Only one allotment still remained vacant, at 13 Gibbs Street, and this was finally built upon (according to the Sands & McDougall Directory) in c.1908. The course of the twentieth century saw only a few of the original buildings demolished for the construction of new ones – unfortunately, three of the oldest houses in the precinct were amongst the casualties. The house at 32 Nightingale Street was razed at the turn of the century and replaced by a larger and grander Victorian-style timber villa in 1902 – the residence of timber merchant Thomas Herbert, whose wood yard was located on the opposite corner of Woodstock Street. The early villas at 41
Rosamond Street and 54 Nightingale Street, both of which appear on Vardy’s 1873 map (and, apparently, on the earlier Cox map of 1866) were replaced during the inter-war period, respectively, by a semi-detached duplex and a bungalow. A more recent house at 45 Rosamond Street, erected by the Featherston family in the early 1880s, was demolished c.1937 for a double-storey block of walk-up flats.

The post-war period witnessed the erection of a brick veneer villa at 35 Rosamond Street (c.1950s) and a house at 6 Gibbs Street (c.1970s), but there was virtually no further redevelopment until more recent times, when new townhouses were erected in Gibbs Street at Nos 4 and 8. Another conspicuous change was the demolition of the corner shop at 33 Rosamond Street, which, after being operated as Mr A Daniel’s grocery shop for several decades, disappeared from directory listings in 1971. The site is now occupied by a public park, Woodstock Reserve. Otherwise, post-war changes to individual housing have largely been restricted to renovation – variously minor or extensive, sometimes sympathetic and sometimes less so. More recently, there has been a tendency for the restoration of period detailing, in some cases, over-restoration.

6.30.3 References
1. City of St Kilda Rate Books. 1875 onwards.

6.30.4 Thematic Context
• Planning urban settlement
• Making suburbs

6.30.5 Comparative Analysis

Modest workers’ housing of this type proliferated in Melbourne’s inner suburbs in the late nineteenth century, such as Richmond, Collingwood and Brunswick. In what is now the City of Port Phillip, it became ubiquitous in Port Melbourne when industrial development in the 1870s and ‘80s prompted the need to provide accommodation for workers. In his thematic history, Andrew Ward noted the boom of modestly-scaled workers’ housing that spread through the Emerald Hill area during the 1870s, when Gladstone Street, Buckhurst Street and Thistlethwaite Street became ‘crammed with small cottages’. A glance at the MMBW map, prepared at the turn of the century, also shows extensive tracts of single-fronted timber cottages on the other side of the railway (now light rail) line, along Albert, Alfred, Ross and Evans and Farrell streets. This type of housing, however, was less common in St Kilda, which, befitting its status as a prestige residential address, developed with larger villas and mansions of brick, stone and timber construction, while the poorer working classes were drawn to flatter areas further east, near the railway line.

The MMBW maps reveal an expanse of such housing in the area bounded by Chapel, Carlisle and Bothwell streets and the railway line (which includes the present precinct), plus less extensive clusters in Lynnot and Duke streets, and in many of the side streets that run north-south off Inkerman: viz Bath Street, Henryville Street, Steele Avenue, Queen Street, King Street and Camden Street. East of the railway line, workers’ housing is even rarer, with only a few isolated clusters in Young, Jervois, Leslie and Chusan streets. As shown of the map, most of these streets were characterised by single-fronted timber cottages, with a lesser amount of double-fronted villas and houses of brick construction. In some cases, the development was less dense than seen in the present precinct, with vacant allotments that would subsequently be built upon in the early twentieth century.

Today, all of these streets still retain at least some of their nineteenth century fabric. The pervasive impact of subsequent layers of development is most obvious in Pakington Street, Queen Street, King Street and Evelyn Street, where the Victorian character has been largely overwhelmed by Edwardian villas, inter-war duplexes, 1950s and ‘60s flats, and new houses of more recent origin. Camden Street
retains a row of about a dozen single-fronted timber villas along its east side, but the west side has been virtually engulfed by successive layers of twentieth century development. This is also evident in Bath Street and Henryville Street, both of which retain a few surviving worker’s cottages on one side – the other now the site of Housing Commission flats. Of the streets cited above, only Lynott Street, Steele Avenue and Young Street still have rows of modest timber cottages on both sides, facing each other to create the effect of an enclave. When compared to the Nightingale Street precinct, however, these precincts are not only less extensive, but are also less cohesive (particularly Young Street, which has been considerably infiltrated by twentieth century buildings) and the individual buildings are generally less intact (particularly Lynott Street, where cottages have been much altered). None of these comparative examples, moreover, retain contemporaneous shop buildings.

The Nightingale Street precinct thus represents the most extensive and cohesive surviving collection of nineteenth century timber workers’ housing in St Kilda. It is regrettable that the boundaries of the precinct would once have extended further west, to encompass Bowen Street and those portions of Marlborough, Rosamond and Nightingale Street between Chapel and Woodstock streets. These areas, which originally contained tracts of similar workers’ housing, have been fundamentally altered over the past two decades by the construction of many new dwellings and a large carpark to service the Carlisle Street strip shops.

6.30.6 Statement of Significance

What is Significant?

The Nightingale Street precinct comprises all those properties within the area nominally bounded by Marlborough Street, Woodstock Street, Bothwell Street and the railway line, plus a few extra houses in, west of Woodstock Street, in Nightingale Street, Rosamond Street and Woodstock Street itself. The precinct is the most cohesive and intact portion of a larger area, bounded by Chapel Street, Carlisle Street, Grosvenor Street and the railway line, which developed from the mid-1860s but was subject to more intense from the mid-1870s to the late 1880s. It is overwhelmingly characterized by modest single-fronted timber workers’ cottages, interspersed with some larger Victorian villas, a few former shops and only a very small number of inter-war and post-war buildings.

How is It Significant?

The Nightingale Street Precinct is of historical and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the Nightingale Street Precinct is significant as a representative and substantially intact example of the close-grained working-class housing that proliferated in Melbourne’s inner suburbs in the last three decades of the nineteenth century. Virtually all of the modest workers’ housing within the precinct dates from the mid 1870’s to the late 1880’s. Although somewhat gentrified in more recent times, the streetscapes nevertheless demonstrate something of the unpretentious lifestyle of the Victorian working class, with rows of modest timber cottages, night soil lanes, and ubiquitous corner shops (of which two examples still survive, albeit no longer in operation). Within the City of Port Phillip, this housing pattern was widespread and ubiquitous in Port Melbourne and South Melbourne, but was much less common in St Kilda, and rarer still in East St Kilda and Elwood. A small pocket of such housing developed in Balaclava (where land was flat and cheap in the nineteenth century), of which the Nightingale Street precinct now comprises the most intact and cohesive surviving remnant.

Aesthetically, the precinct is significant for its streetscapes of modest nineteenth century housing that, despite their necessarily humble forms and detailing, nevertheless exhibit a fine sense of cohesion in their common scale and type (predominantly single-storeyed single-fronted detached dwellings), building materials (virtually all of timber construction), roof cladding (mostly corrugated
galvanised steel) and roof form (typically gable-ended) and verandah details (invariably timber-posted). Many of these individual houses are of interest for unusual but recurring detailing such as return cornices, bellcast verandah roofs, moulded bargeboards and turned finials. Some of the atypically larger villas are of aesthetic interest in their own right for a higher level of articulation and enrichment, particularly the house at 32 Nightingale Street, a fine block-fronted villa with return verandah and prominent chimneys, and the block-fronted bay-windowed villa on the diagonally opposite corner at No 23.

6.30.7 Recommendations

Buildings recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.30.8 Assessment

Figure 6.30–1 – Area bounded by Carlisle, Chapel, Grosvenor streets and the railway, as shown on Cox Survey Map (1866)

Figure 6.30–2 – Area bounded by Carlisle, Chapel, Grosvenor streets and the railway, as shown on Vardy Map (1873)
Figure 6.30–3 – Detail of MMBW Map No 45 (c.1900) showing Gibbs Street and parts of Nightingale and Woodstock streets; note row of four small cottages fronting Railway Place (alongside railway embankment)

Figure 6.30–4 – Row of single-fronted gable-ended timber cottages at 10-18 Gibbs Street (note development site at No 14)
Figure 6.30–5 – Mix of gable-ended and hip-roofed single-fronted timber cottages on north side of Rosamund Street

Figure 6.30–6 – Hip-roofed timber cottages in Marlborough Street, with weatherboard corner shop (c.1890) at No 31
Figure 6.30–7 – Atypical double-fronted house at 1 Gibbs Street, with front verandah built right to the property line

Figure 6.30–8 – Row of three speculative double-fronted Boom-style timber villas at 44-48 Nightingale Street
Figure 6.30–9 – 32 Nightingale Street; note return verandah and brick outbuilding.
6.31 Emerald Hill Residential Precinct – Ho440

Existing Designations:

| Heritage Council Register: | nil |
| National Estate Register: | nil |
| National Trust Register: | nil |

Previous Heritage Studies:

| Conservation Study 1975: | Precincts 4, 5, 6 (part), 13 (part), 14 (part), 15 and 21 (part) |
| Conservation Study 1987: | UCI: Precincts A and M |
| Heritage Review 2000: | Heritage Overlay 3 (part) |

6.31.1 History

When Melbourne was first settled in the 1830s, the low-lying and largely swampy land to the south of the Yarra River was initially considered unsuitable for development. With the onset of the Gold Rush in 1851, an immigration depot was established on the western side of St Kilda Road, but this quickly became inadequate for the many thousands of incoming fortune-seekers. To alleviate this pressure, the government allocated part of the swampland further to the west, which developed into sprawling settlement of tents nicknamed Canvas Town. In the City of Port Phillip Heritage Review, Andrew Ward paints a vivid picture of this early development: When William Howitt arrived in September 1852, the locality was covered in tents in which hundreds of immigrants were housed at the punitive rate of five shillings a week. From December, a much larger Canvas Town of government tents with some timber barracks near Princes Bridge “bloomed” along the west side of St. Kilda Road, south of its junction with City Road. Thousands were housed there until 1854. A more ordered solution was needed and it was in 1852 that surveyor Hoddle prepared a plan for a new township to be located on and around Emerald Hill, which represented the highest point in the area. Hoddle’s scheme imposed a grid-like street layout, set at an angle between the existing thoroughfares of Sandridge Road (now City Road) and Beach Road (now Albert Road).

The first land auction took place in August 1852, when 67 allotments were sold in the area bounded by Grant, Clarendon, Coventry and Cecil streets. Residential settlement was facilitated by the creation of some new streets that bisected the existing blocks, such as Coventry Place and Morris Street. Neither of these streets was provided with a rear laneway, as running water would not be introduced in the area until 1860. Mostly speculators, the new land owners included one Robert Patterson, who, between 1853 and 1855, erected a colony of prefabricated iron houses on a one-acre block bounded by Coventry, Dorcas, Ferrars and Montague streets. This development commenced with a row of five six-roomed cottages along the south side of Coventry Street, followed by fourteen smaller two-roomed cottages in what became known as Patterson Place. Around the same time, a number of prefabricated timber houses of southeast Asian origin (now generally referred to as Singapore Cottages) are known to have been erected by a Chinese carpenter.

244 Andrew Ward, op cit, pg 12
247 M Lewis, The Portable Building, Section 25.15.
248 The larger iron houses stood at what were Nos 88, 90, 98, 106 and 110 Coventry Street (now 1 Patterson Place and Nos 381, 391, 399 and 401-403 Coventry Street) and the smaller ones at Nos 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 16 Patterson Place and 88a Coventry Street (to the rear of No 90, fronting Patterson Place). See MMBW Detail Plan Nos 541 & 545, dated October 1894.
The early presence of Chinese immigrants in South Melbourne – initially spurred by the Gold Rush of the early 1850s – also prompted the erection of a lodging house between Raglan and Cobden Streets in 1855. A joss house opened a year later, which was replaced ten years thence by a larger and grander structure, the See Yup- temple (which still survives at 76 Raglan Street).

Emerald Hill remained part of the City of Melbourne until 1855, by which time rate books revealed that more than one thousand dwellings had been built. The creation of a separate municipality, the Borough of Emerald Hill, prompted a minor residential boom. As building regulations imposed by the City of Melbourne were no longer applicable, a proliferation of cheaper timber buildings (and more

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249 National Trust of Australia (Victoria), Citation for Singapore Cottage at 17 Coventry Place, South Melbourne (B7150).

250 S Priestley, *South Melbourne*, p. 64.
prefabricated dwellings) ensued. The new Borough of Emerald Hill also required its own official infrastructure, and three separate but contiguous sites were reserved for a town hall, police station and mechanics’ institute at the corner of Cecil and Dorcas streets. Reserves had already been granted for the various religious denominations: the largest of these, occupying an entire block on the crest of Emerald Hill, was allotted for the Protestant Orphan Asylum. Its Roman Catholic counterpart was granted a rather smaller site further south along Cecil Street, where construction of a new building commenced in 1856. Church reserves were granted for the Roman Catholics on Montague Street, the Presbyterian and Wesleyans on Dorcas Street and the Church of England on Clarendon Street. The latter initially occupied a timber building (relocated from another site) before the present bluestone church – the first in Emerald Hill – was completed in 1857. A new courthouse was also opened in 1858, replacing a temporary one established three years earlier.

One of the most influential local developments of this period, however, was the opening of the new Melbourne-to-St Kilda railway in May 1857. As a result of pressure from local politicians, its route had been revised so that it passed through Emerald Hill, in a deep cutting running parallel to Ferrars Street. While the new railway certainly made the area more accessible to the city, the cutting itself created a barrier between the two parts of Emerald Hall, which discouraged the development of the western portion for some time. During the late 1850s and early 1860s, the section bounded by Montague, Park, Moray and York Streets remained the most densely settled part of the new borough. By that time, Clarendon Street was already emerging as the principal commercial centre – a pattern of development facilitated by the regrading in the early 1860s of a street that had previously been too steep to attract much retail trade.251 As described by Allom Lovell Sanderson in 1987: the roads were broad and without adornment. The surfaces were rough and there were constant arguments about where the levels should be set. Establishing these levels was important in a district subject to flooding. In some cases this involved lowering the roadways several feet, leaving the buildings on land above the roadway. Evidence of this can be still seen today at St Luke’s Church where a bluestone wall in Dorcas Street marks the difference between the original and the new street level.252

As shown on Cox’s map of South Melbourne (1866), Emerald Hill was an insular settlement with clearly defined (if irregular) boundaries, which corresponded to some extent to the 1852 town plan. Its edges were defined by present-day Nelson Street and Cecil Street (to the west), Bridport Street and Albert Road (to the south), Eastern Road and Moray Street (to the east) and Market Street and City Road (to the north). On the map, most of the blocks were sparsely settled, with houses and shops (indicated as hatched shapes) mostly freestanding. Some blocks, such as those on the edges of the township (eg Nelson Road, Bridport Street, City Road and the northern blocks of Eastern Road), were particularly sparse. The most densely settled block was bounded by the railway line and Park, Bank and Cecil streets, with a series of narrow lanes giving access to approximately forty individual buildings. Public buildings (shown in black on Cox’s map) included four churches, two orphanages, a school, and the cluster of official buildings (including the town hall) at the corner of Dorcas and Cecil streets. The adjacent Market Reserve was still vacant at that time; its first sheds were built in 1867. Another noteworthy element shown on Cox’s map was the V-shaped kink along the eastern boundary of the developed area, flanking Park Street. This unusual form, which had been recorded on maps as early as 1857, subsequently led to the formation of two triangular-shaped public parks that were collectively named La Trobe Reserve.253

Cox’s map also shows a few new houses on the east portion of St Vincent Place – a distinctive estate of curved crescents that had been proposed in 1854 as an extension to Emerald Hill, but which had lain undeveloped since. These houses, on what later became Howe Crescent, represented the first

251 Information provided by Adair Bunnett.
252 Allom Lovell Sanderson, p4/3
253 Allom Lovell & Associates, ‘South Melbourne Urban Conservation Study’, p 3.24. In this study, the Heather Street Reserve (as it was then described) was documented, assessed and recommended for inclusion as a discrete heritage precinct in its own right.
development beyond the limits of the original Emerald Hill plan. By the early 1870s, residential settlement had spread even further beyond the limits, to Bridport Street, Cardigan Place and — on the eastern side — along a series of new streets off Eastern Road, including Palmerston and Stead streets. However, as Allom Lovell Sanderson has noted: While there was considerable building activity, the area appears not to have been closely built upon during the first two decades. As a result, subsequent development has been in the nature of an infill between, and replacement of, the first buildings. The quality can be recognised today and is the foundation of the character.²⁵⁴

The Borough of Emerald Hill was elevated to the status of a town in 1872, and it was proposed to build a new Town Hall on the site of the Protestant Asylum, although this was not realised until 1880. By that time, the area had commenced a second development boom, prompted in part by the Melbourne Harbour Trust (formed in 1877), which was transforming the city’s docks along the Yarra River and thereby increasing the value of South Melbourne as a residential, business centre. During the 1880s, the sparsely settled blocks shown on Cox’s 1866 map were subdivided into smaller lots with narrow laneways, and subsequently filled out with a layer of infill housing. The hitherto underdeveloped parts of Emerald Hill, such as Nelson Road and the streets closer to the Albert Park reserve, expanded with large dwellings, transforming these strips into prestigious residential addresses for thriving local businessmen and others. Commercial development on Clarendon Street underwent a comparable infill, with the erection of new residential shops, hotels and banks. A particularly notable infill took place in 1880 when rows of Boom-style residential shops were built along the street frontages of the new South Melbourne Town Hall site. The Trustees of St Luke’s Church of England followed suit, and erected a row of shops along the property’s Clarendon Street frontage in 1881.

Figure 6.31–5 -- View of Emerald Hill in 1875, looking west across Bank Street from the top of the Presbyterian church

(source: Picture Collection, State Library of Victoria)

²⁵⁴ Allom Lovell Sanderson p3/3
The prosperity associated with the Land Boom of the 1880s not only brought with it associated residential and commercial expansion, but also municipal improvements. The City of Emerald Hill was officially declared in September 1883 and, only a few days later, was re-named the City of South Melbourne. Such was the extent of speculative development in South Melbourne during the Boom period that, by the time the boom ended in the early 1890s, the old Emerald Hill area had almost entirely filled out. The MMBW plan of the area, prepared around 1895, depicts entire streets of densely-packed single-fronted cottages and double-fronted villas, punctuated by the occasional corner shop or hotel. Apart from key public buildings such as the numerous churches and schools, which still occupied generous reserves, there was little vacant land remaining: the odd allotment here and there, and a few larger sites in Park Street, Ferrars Street and Moray Street.

While these few remaining vacant sites were gradually built upon during the twentieth century, development during that period was otherwise characterised by the construction of new buildings on the sites of older ones. Residential development continued during the Edwardian and inter-war periods, while a number of new public buildings also appeared, such as the Presbyterian Church at 222 Dorcas Street (1909) and the Salvation Army Citadel at 232 Dorcas Street (1909).

As new development continued into the post-war era, some of the earliest evidence of European settlement in the Emerald Hill area was lost. The cluster of prefabricated iron houses in and around Patterson Place, for example, gradually disappeared during the 1950s and ’60s. Most of these were demolished, although a few were dismantled for possible relocation elsewhere – one, for example, being re-erected at the Pioneer Settlement at Swan Hill.253 By the early 1970s, only one survivor still remained in more or less intact condition, at 399 Coventry Street. This was acquired and restored by the National Trust of Australia (Victoria), and now, along with two other rare examples relocated to the site from Fitzroy and North Melbourne, forms part of a unique prefabricated house museum.

However, it was the Housing Commission of Victoria that brought about for the most fundamental transformation of Emerald Hill in the post-war era. On resuming its slum reclamation programme, clusters of modest Victorian housing in South Melbourne were considered as prime candidates for redevelopment. A large site bounded by Moray, Dorcas and Coventry streets (just outside the present boundaries of the precinct) was acquired and cleared for Emerald Hill Estate. Completed in 1960, this was dominated by the Commission’s first foray into high-rise apartments in the form of a seventeen-storey tower block, surrounded by low-rise walk-up flats. Soon afterward, the

253 M Lewis, The Portable Building, Section 25.15.
Commission eyed the nearby block bounded by Park, Cecil and Bank Streets and the railway line. This had been the most densely developed block on Cox’s 1866 map and, almost a century later, its rabbit-warren of small dwellings and narrow laneways had certainly deteriorated into sub-standard accommodation.

These buildings (including some shops on Cecil Street and a corner hotel) were gradually acquired from the early 1960s, and several redevelopment schemes were considered before the Commission proposed a thirty-storey tower block on an E-shaped plan. Construction commenced in late 1967 and the building opened in 1969. While this was the tallest building ever erected by the Commission (and one of the tallest apartment buildings in Victoria at the time), it was also the swan song for the ambitious high-rise programme.

From 1972, the Commission returned to low-rise residential development. Once again, the Emerald Hill area served as a laboratory for new housing types. The Commission erected a three-storey block of modern terrace houses in Raglan Street in 1975 that, with their face brick walls and tiled roofs, represented a stark contrast to the massive concrete counterparts of the previous decade. The Raglan Street flats subsequently received the RAIA Bronze medal for Housing in 1975 – the first time that the Housing Commission had ever received a state architectural award. From the early 1980s, when the Housing Commission was restructured and re-branded as the new Ministry of Housing, new residential developments became even more intimately scaled and often included design input from private architectural firms. In South Melbourne, large area bounded by Nelson Road, Pickles Street and Normanby Road (just outside the boundaries of the present precinct) was redeveloped with townhouses and low-rise flats designed by Robert Pierce, Geoff Sargeant and others. While this necessitated the demolition a number of early Victorian cottages, the replacement buildings were designed in a sympathetic fashion that paid some homage to the traditional scale, form, setback and materials of the historic streetscapes. Since that time, a comparable approach has been encouraged for most new residential development within this historic area.

6.31.2 Description

The boundaries of this precinct cover most of what was defined in the mid-1850s as the original Emerald Hill settlement. The eponymous hill – once the site of the Roman Catholic orphanage and latterly (since 1879) of the South Melbourne Town Hall and associated government buildings – remains as a prominent feature, with the surrounding residential areas sloping gently downwards in all directions. While the hill itself forms the historical, cultural and topographical lynchpin for the current precinct, it should be noted that it does not, strictly speaking, form part of it. Not only has it already been incorporated into the heritage overlay schedule as a separate area, the Emerald Hill Estate (HO30), but it is also included on the Victorian Heritage Register (H1136) as a precinct of state significance.

The original street grid of the Emerald Hill settlement, laid out at an angle slightly off north-south/east-west, remains strongly evident throughout the precinct. The rectilinear layout is interrupted at the edges only by the sinuous thoroughfare of Nelson Road, the angled configuration of Heather Street (inciporating two public reserves of distinctive triangular form), the gentle curve of Palmerston Crescent and the eastern strip of Cobden Street. Most of the major streets retain rear laneways, which demonstrate the introduction of running water and nightsoil services in the 1860s. Coventry Place and Morris Street, the two narrow one-way streets laid out between York and Coventry Streets in the mid-1850s, predate this development and, lacking rear laneways, provide rare evidence of the more ad hoc pattern of residential settlement at that time.

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The built fabric within this predominantly residential precinct remains heterogenous, with dwellings that date from the initial phase of settlement, later phases of infill, and subsequent phases of redevelopment. The earliest surviving houses tend to be concentrated in the narrower side-streets away from the more prominent commercial and residential thoroughfares. Pockets of these buildings can be found west of the former South Melbourne railway station (notably in the aforementioned Coventry Place and Morris Street, and in nearby Eville Street), and in those east-west streets to the south of the South Melbourne Town Hall (eg Dow, Napier, Cobden and Raglan streets, and the narrow streets between them). These early dwellings vary in scale, form and materials, but are broadly comparable in their simple expression and plain, unadorned surfaces.

Modest double-fronted timber cottages proliferate throughout the precinct. These were generally built very close together and with narrow setbacks – in many cases, being set back only by the width of their verandahs (eg 75 Cobden Street, 72 Raglan Street, 10 Dow Street; 16 and 18 Coventry Place and many others). One early cottage at 1 Morris Street, dating back to 1855, is actually built right to the street but with its principal façade (and verandah) perpendicular to it – a unique survivor of early building activity prior to formal planning and street layouts. As Allom Lovell Sanderson have succinctly noted, “these early timber-clad buildings are of significance to Melbourne as a whole, because of their rarity in a city dominated by masonry buildings. Every opportunity to preserve these buildings should be taken."

Modest houses of this type tend to be small in scale, with relatively low roofs and often originally only one room deep (invariably since extended). Others are two rooms deep, but with separate gabled roofs to create a distinctive M-shaped profile to the side elevations (eg 11 Coventry Place; 92 Cobden Street, 47 and 49 Church Street). While these early cottages are mostly of timber construction, there are also some counterparts in brick (eg 22 Raglan Street, or the unusual semi-detached pair at 348-350 Moray Street), and a few in bluestone (eg 314 Coventry Street). An interesting example in rendered brick (74 Raglan Street) is also built right to the street boundary. Robert Patterson’s last intact surviving six-roomed prefabricated iron houses still stands at 399 Coventry Street, while another evidently remains at No 391 in a somewhat altered condition. Further evidence of this era of prefabrication (and, indeed, of early Chinese settlement) is provided by a unique remaining example of a timber-framed “Singapore Cottage”, one of several known to have been built by carpenter Louis Ah Mouy, which rather miraculously survives at 17 Coventry Place.

Early single-fronted cottages, which are also found in large numbers throughout the precinct, are of comparable simplicity to their double-fronted counterparts. These are most commonly of timber construction – often block-fronted (eg 84-86 and 154 Cobden Street, 89 Napier Street, 8-12 Clarendon Place to name only a few) but sometimes in conventional weatherboard (117 Napier; 8 Dow Street). Most of these cottages have low roofs of hipped or longitudinal gabled form, although there are some (eg 8 Coventry Place, 13 and 15 Coote Street) with gable ends facing the street. Examples of brick construction can also be found, frequently in pairs (eg 79-81 Cobden Street, 83-85 Napier Street, 66-68 Raglan Street and 12-14 Dow Street) or in longer rows (eg groups of four at 58-64 Raglan Street and 292-296 Moray Street). These early masonry dwellings tend to be characterised by face brickwork (albeit usually overpainted) rather than a rendered finish. A rare example in bluestone, with a flat parapet and no front verandah, stands at 76 Cobden Street.

Later single-fronted cottages, dating from the 1870s and ‘80s, take the ubiquitous form with front verandahs on timber posts or iron columns, hipped roofs with bracketed eaves and brick chimneys, and slate or corrugated iron roofing. Some examples in brick construction, whether rendered or

259 Allom Lovell Sanderso, p 3/13
260 Information provided by Adair Bunnett, who has further noted that the “In Patterson Place, behind the remaining iron house is what is undoubtedly the frame of an iron house, which has received new cladding”.  
261 National Trust of Australia (Victoria), Citation for 306 Bank Street (BS433). See also Lewis, op cit, Section 25.14.
bichromatic, have typical Boom-style parapets with balustrades, orbs and other embellishments. Notable clusters include the fine rows of 1870s cottages along Palmerston Crescent, Stead Street and the eastern end of Cobden Street (which fall just outside the original 1855 extent of the Emerald Hill township) and the Boom-style cottages in the narrow stretch of Thomson Street (west of Clarendon Street). Another pair, in bichromatic brick, stands in the even narrower and bluestone-pitched street known as Gladstone Grove (off Montague Street, near Patterson Place). Single-fronted timber cottages exist in some notable strips in Queen Street, Emerald Street, Nelson Place, Hotham Street, Union Street, Francis Street, Coote Street, Coventry Place, Morris Street and Palmer Street.

Double-storey houses are most commonly manifested as terraced dwellings. The earliest examples, dating back to the 1860s or earlier, are typically of rendered brick and often with front porches only at ground floor level. Facades remain exposed at the upper storey, with windows simply treated and plain moulded architraves and parapet detailing (eg 131-133 Cobden Street, 142-144 Napier Street, Waterloo Terrace at 29-33 Palmer Street and Trafalgar Terrace at 1-5 Clarendon Place and many others). These early terraces also tend to be relatively small in scale, often with particularly narrow frontages (eg 123 Napier Street and 45 Church Street). Amongst these double-storeyed terrace houses are some notable survivors of bluestone construction (eg 127 Cobden Street, 163 Napier Street, 9-11 Clarendon Place and 5-9 Cecil Place) and even some in timber (eg 27 Palmer Street, 347 Moray Street, 116 and 140 Napier Street and 225 Cecil Street).

Figure 6.31–8 – Typical early double-fronted weatherboard cottages, in a row along south side of Thomson Street

Figure 6.31–9 – Prefabricated iron house (c.1853) at 399 Coventry Street, with double-storey terraces and corner hotel
Larger and grander terraces, dating from the later 1870s and ‘80s, tend to take the typical form with double-storey porch/balcony, cast iron columns and wrought iron lace friezes, and ornate moulded cornices and parapets. Although these can be found scattered throughout the area (eg 106-108 Napier Street; 153 Cecil Place; 20 Raglan Street, and notably along both sides of Ward Street), they otherwise tend to proliferate in those streets to the precinct’s southern edge. Particularly fine rows can be found along both sides of Raglan Street (west of Clarendon Street), in Bridport Street (row of eight at Nos 10-24) and Cecil Street (Nos 148-174, 157-163 and 173-179). This part of the precinct also contains a few large detached Victorian residences. Double-fronted double-storey townhouses, such as the notably early Park House at 352 Moray Street (c.1856) and another at 116 Raglan Street, contrast with the larger and grander Claremont, an exceptional Italianate mansion with tower at 286 Albert Road.

The commercial strip of Clarendon Street remains strongly characterised by late Victorian double-storey residential shops, which are similarly expressed with rendered facades and Italianate detailing such as arched windows, projecting sills, rusticated quoining, dentillated cornices and other moulded embellishments. Some of these shops retain remnants of their early or original shopfronts, with splayed entrances, tiled spandrels and timber-framed windows. The strip also includes the three-storeyed Albion Hotel (now Clarendon Hotel) at No 209 and two equally striking bank buildings: the former Bank of Australia (now a bottle shop) at No 295, in the Renaissance Revival style, and the former ES&A Bank (now ANZ) at No 307, in the Gothic Revival style. Further south, at No 351, a single-storey Classical-style building (now an accountant’s office) represents a surviving fragment of the former Melbourne Savings Bank premises (1884) that once occupied the entire corner site.
Although Clarendon Street was (and still is) the precinct’s principal commercial zone, a number of Victorian shops of comparable (or even earlier) date can be found in Moray Street. There are several residential shops (Nos 206-208, 244), as well as traditional ‘corner shops’, with the ubiquitous splayed entrance, at Nos 290 (in bichromatic brick) and Nos 283, 299 and 315 (in rendered brick). A notable survivor is the early (c.1870) single-storeyed shop at No 300-302. Victorian residential shops can also be found scattered throughout the precinct, including several in rendered brick (eg 168 and 174 Cecil Street) and at least two early block-fronted timber examples (ie 378 Coventry Street and 440 Park Street, the latter with shopfront windows retaining mid-twentieth century advertising decals).

Other non-residential buildings within the precinct include some notable survivors from the 1850s. The original Emerald Hill Mechanics Institute (1857), for example, still stands at 170-172 Cecil Street – albeit now concealed by a new frontage added in 1884. Ecclesiastical presence is concentrated along the prominent thoroughfare of Dorcas Street, where two notably early bluestone churches remain at Nos 210-218 (1857) and the Former St Efstathius Chruch at No 327 (1860), respectively associated with the St Luke’s Anglican and the Presbyterian congregations. Later manifestations of this theme include the polychrome brick former Baptist Church at No 250 (1877), the rendered brick Presbyterian Church at No 223 (c.1909), and the not dissimilar Salvation Army Citadel at No 232 (1911). The large Roman Catholic complex of SS Peter & Paul, bounded by Dorcas, Montague and Bank Streets, is an especially conspicuous presence in the area, with a bluestone church (1872), a large two-storey rendered masonry Presbytery on Dorcas Street (1876), and a red brick Parish School on Bank Street (1891). Towards the southern end of the precinct, the former (if considerably altered) St Vincent de Paul’s Boys’ Orphanage (now Mackillop Family Services) at 237 Cecil Street (1856) and the See Yup Chinese temple at 76 Raglan Street (1866) remain as two other important early markers of religious activity in the area.

The precinct also contains a considerable number of surviving nineteenth century hotels, which, like the corner shops, have traditional splayed entrances. Some of these hotels are simply detailed, with stark rendered walls, plain parapets and windows while others – generally of later date – are embellished with rendered cornices, stringcourses, architraves and other decorative mouldings.
6.31.3 References
1. Kearney Map (1855)
2. Cox Map (1866)
3. MMBW Map (1895)
4. Sands & McDougall Directory (various)

6.31.4 Thematic Context
• Transport
  • The First Railways
• Settlement, Growth & Change
  • Three settlements: Sandridge, St. Kilda & Emerald Hill
  • The late Nineteenth Century Boom
• Government Services
  • Local Government: The Emergence of Cities
  • South Melbourne
• Ways of Life
  • South Melbourne

6.31.5 Comparative Analysis
Emerald Hill was one of the three original settlements that developed in what is now the City of Port Phillip from the mid-nineteenth century, and, as such, can be pertinently compared with the other two. These two settlements – comprising St Kilda and Port Melbourne (formerly Sandridge) - are in fact slightly older than Emerald Hill, as both trace their origins back to the early 1840s.

The early settlement in St Kilda was spurred by the area’s appeal as a seaside resort, and residential development initially took place in the elevated area known as St Kilda Hill, defined by Carlisle, Barkly, Fitzroy streets and the foreshore. Not unlike Emerald Hill, the housing in this area still provides evidence of several successive booms of development: simple cottages and terraces from the 1850s (and later) and generally grander dwellings from the 1870s and ‘80s. Most of the early houses, however, are of brick construction, as virtually all of the timber cottages that once proliferated in the area have disappeared amidst a wave of inter-war development. This phase, which saw countless apartment blocks erected in St Kilda Hill, has no counterpart in Emerald Hill, where new development in the 1920s and 30s was limited. Also in contrast to Emerald Hill, large parts of St Kilda Hill (such as Barkly Street) still remained undeveloped at the turn of the century, which explains why parts of that area remain strongly characterised by Edwardian and inter-war residential infill.

Like Emerald Hill, Sandridge (Port Melbourne) began with a town plan laid out by Robert Hoddle, which was revised to its present form in 1855. Its subsequent development echoes that of Emerald Hill, with residential and commercial development in the 1850s and ‘60s, followed by a subsequent boom in the 1870s and ‘80s, and successive layers of redevelopment in the twentieth century. Today, Port Melbourne’s building stock remains comparable to that in the Emerald Hill area. There is remnant housing from the 1850s and ‘60s – mostly of brick construction – and later dwellings from the 1870s and ‘80s. Port Melbourne also has a distinct area of larger and grander Victorian dwellings (in Evans and Station streets), which is comparable to those along Nelson Road, Albert Road and Raglan Street in Emerald Hill. The Bay Street streetscape – Port Melbourne’s principal commercial strip – also has parallels with Clarendon Street. Both are characterised by Victorian residential shops, although the former tends to retain a higher proportion of buildings (including hotels) from the
1870s. Port Melbourne also has more surviving government buildings from its earliest phase, ie court house (1860), post office (1861) and police station (1864). Counterparts in Emerald Hill no longer survive, having been replaced by newer buildings (mostly located in the South Melbourne Town Hall precinct) from the 1880s to the 1920s.

6.31.6 Statement of Significance

What is Significant?

The Emerald Hill Residential Precinct, nominally bounded by Nelson Road, York Street, Eastern Road, Albert Road, Cecil Street and Park Street, covers a large part of the original Emerald Hill township of 1852. The area underwent rapid settlement during the 1850s and 60s, followed by a second boom in the late 1870s and 1880s that served as an infill to the previously sparse development. As it exists today, the precinct is characterised by often heterogenous streetscapes where simple cottages, villas and terraces in brick, timber and stone (dating from the earlier period) are scattered amongst generally grander dwellings (dating from the later period). This predominantly residential precinct is split into two halves that flank the eponymous Emerald Hill (now the site of the South Melbourne Town Hall and other official buildings), with Clarendon Street running alongside as the area’s chief commercial strip, dominated by residential shops, banks and hotels dating from the 1880s.

How is It Significant?

The precinct is of historical, architectural and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the precinct is significant as the most intact remaining portion of the original Emerald Hill township, which represents the earliest phase of residential and commercial development in South Melbourne. This is evidenced by the road layout, which remains largely intact with its angled rectilinear grid, the odd curve of Nelson Road, and the network of narrow streets and laneways within. The survival of original bluestone pitching, kerbing, guttering and spoon drains is notable, and forms a significant part of the nineteenth century grain of the precinct. The distinctive twin triangular reserves at Heather Street, which date back to at least 1862, are not only important as remnants of public open space associated with the early township, but also as rare surviving examples of island reserves in the entire metropolitan area.

The building stock includes a perhaps surprising number of surviving houses that date from the 1850s and 60s, typically in the form of cottages, villas and terraces of modest scale and simple form and detailing. The large number of early timber dwellings (ie modest single-fronted and double-fronted cottages) is of particular note, as these tend to be less common elsewhere in the municipality (ie in the contemporaneous settlements at Port Melbourne and St Kilda). Some of the oldest houses in South Melbourne can be still found in the streets to the west of the railway line (eg Coventry Place, Morris Street, Coote Street and Eville Street), where the initial land sales and residential development took place from the early 1850s. These include rare surviving examples of prefabricated iron and timber dwellings. This early phase of development is also demonstrated by some contemporaneous and generally prominent non-residential buildings, including several bluestone churches and the former orphanage in Cecil Street.

Later houses, dating from the late 1870s and 1880s, provide evidence of the significant boom that saw the previously sparsely developed borough transformed into a full-fledged city (changing its name to South Melbourne in 1883). This phase is evident both in the pervasive layer of infill housing that can be seen throughout the precinct, as well as more cohesive rows in the few hitherto undeveloped areas (eg Boom-style terraces in Raglan Street and Ward Street, and cottages in Thomson Street West, Cobden Street East, Stead Street and Palmerston Crescent). This phase is also demonstrated
by the commercial development along Clarendon Street, which ties the two residential halves of the precinct together.

Architecturally and aesthetically, the precinct is significant for its fine and rare collection of mid-Victorian dwellings. While these generally exist as scattered specimens rather than cohesive streetscapes, they nevertheless provide a valuable overview of various housing types in the 1850s and 60s: modestly-scaled cottages, villas and double-storey terraced rows in timber, brick, bluestone and even iron. These often simple houses (e.g. weatherboard villas built almost to the street, with basic gabled roofs, and faintly Georgian-style rendered terraces with plain parapets and verandahs only to ground level) represent a distinct and striking contrast to their more embellished (and more ubiquitous) counterparts of the 1880s. The South Melbourne Residential Precinct represents not only the finest and most extensive collection of early houses in the City of Port Phillip, but also one of the finest in Melbourne.

Later Victorian houses in the precinct generally expressed as single- or double-fronted cottages or double-storeyed terraces in rendered or bichromatic brick, with cast iron columns, lace friezes and ornate rendered parapets. The contemporaneous residential shops also follow a typical form: single-fronted buildings or ‘corner shops’ with splayed entrances, usually in rendered brick, with moulded cornices and parapets. All of these buildings are significant in their own right are representative and generally intact examples of the florid Boom style of the 1880s.

6.31.6.1 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

The preservation of original/early painted signage, shopfronts and verandahs should be encouraged.

The preservation of original bluestone elements (including kerbing, guttering, spoon drains and pitching to laneways and crossovers) should also be encouraged.

6.31.7 Assessment

6.32 St Vincent Place East (South Melbourne) – H0441

**Existing Designations:**

- Heritage Council Register: nil
- National Estate Register: nil
- National Trust Register: nil

**Previous Heritage Studies:**

- Conservation Study 1975: Precincts 3 and 6 (part)
- Conservation Study 1987: UC1: Precinct C
- Heritage Review 2000: HO3 (part)

### 6.32.1 History

The residential estate known as St Vincent Place was created in 1854 as an extension to the original Emerald Hill town plan, which had been laid out two years earlier. Its striking design, attributed to Andrew Clarke (then Surveyor-General of Victoria), was based on the traditional Circus or Crescent developments of Georgian London, where housing was laid out in a curve around a central public reserve. Clarke’s original scheme, as depicted on an 1855 survey map, proposed a rectangular estate with curved ends, defined by Park Street, Howe Crescent, Bridport Street and Merton Crescent. It comprised two concentric rows of residential allotments with a laneway between, enclosing an open space with two small elliptical reserves flanking a longer round-ended reserve, the latter with indications of landscaping and a network of curved pathways. This grand scheme, however, was not realised at that time, and would subsequently be revised when it was decided to run the new St Kilda railway line parallel to Ferrars Street, which effectively split the proposed St Vincent Place estate into two parts. A revised design, prepared by Clement Hodgkinson in 1857, proposed the development of each portion as a discrete subdivision. The smaller eastern portion, east of the new railway line, became a stand-alone estate with two streets that curved around a central semi-circular reserve alongside the railway cutting. This provided a total of 128 residential allotments, grouped into eight sections (numbered 38 to 46) that were bisected by laneways. The remaining portion of the St Vincent Place estate, west of the railway line, would not be subdivided until 1864.

Development of the new estate, bounded by Park, Bridport and Cecil Streets and the railway line, was slow, with an early lot plan (dated 18 July 1857) revealing that only three blocks of land had been sold by that time. These lots, all situated in Section 38 with frontage to the northern quadrant of Howe Crescent, were owned by John Ives (Lot 8) and John Watson (Lots 9 and 10). Howe Crescent, however, does not actually appear in the Sands & McDougall Directory until 1864 – and, even then, it was included only as a sub-listing off Cecil Street, rather than as a separate entry of its own. At that time, there were six residents listed in the crescent’s northern quadrant, with the Victorian Artillery Regiment’s orderly rooms (or drill hall) at the far end, fronting Park Street. The six houses, then designated as Nos 42, 44, 46, 48, 50 and 52, would later be renumbered as Nos 4, 5, 6, 7, 8 and 9. Their original occupants included prominent city businessmen such as Bourke Street jeweller and watchmaker Joseph Clendinnen (No 4) and Collins Street bookseller Samuel Mullen (No 5), suggesting that the estate had already begun to develop a reputation as a prestigious residential address. This was indicative of a trend across the entire St Vincent Place subdivision (ie including the portion south-west of the railway line), which, as Andrew Ward succinctly notes, developed as “a resident enclave of the highest order from an early date.”

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262 Ward, Vol 1, p74
On Cox’s map of South Melbourne, prepared around 1866, four houses were indicated on the northern quadrant of Howe Crescent, laid out in a curve without the actual roadways or reserves indicated. The southern quadrant was still entirely vacant, as was the adjacent piece of land bounded by Cecil Street, Albert Road, Ferrars Place and Bridport Street. Both of these areas, however, developed soon enough. The 1866 directory noted four new residents in Howe Parade’s southern quadrant, along with Baptist and Congregational churches, and some unspecified development (listed only as “buildings”) near the railway line. The new residents included the Reverend Hugh Darling, who occupied half of a semi-detached pair at what is now 41-42 Howe Crescent, and Collins Street furniture dealer W H Rocke at No 47. In 1867, the directory recorded a total of fourteen residents in Howe Parade, in houses numbered as 4 to 9, 31, 41-42 and 46 to 50. By the following year, these had been joined by an attached pair of townhouses at No 39-40, and by a substantial 12-roomed mansion – the new residence of surgeon Dr James Barrett – at what is now No 30. This again illustrates the attraction that St Vincent Place had for South Melbourne’s wealthier and more socially aware citizens. By this time, as Allom Lovell Sanderson has observed, notable residents in the portion west of the railway line included prominent estate agents Buxton and Buckhurst, timber merchant and one-time Mayor John Stead, and architect William Elliot Wells.263

The next few years saw residential development spreading further west and south. Ferrars Place and Service Crescent (the latter referring to the curved portion of present-day Ferrars Place) both appear for the first time in the 1869 directory, with twelve and ten residents respectively. That same edition also noted new development along those previously vacant stretches of Bridport Street and Albert Road, between the railway line and Cecil Street, with eight and two residents respectively. Anderson Street is first recorded in the 1870 directory, with five residents on the east side of the street (later designated as Nos 1, 7, 9 and 11) and four more (Nos 6, 8, 16 and 18) on the west. Martin Street also appears for the first time in 1870, with six houses in its north quadrant – two on the east side of the street (Nos 7 and 9) and four on the west (Nos 8, 10, 12 and 14). The wide but short thoroughfare of St Vincent Street East (now James Service Place) is first recorded in the 1872 directory, with two new houses on each side of the street (Nos 7, 9, 12 and 14).

263 Allom Lovell Sanderson, p 3/15
Thus, by the early 1870s, all of the streets in the present-day precinct had been at least partially developed and, in several instances (such as Anderson Street, Ferrars Place and Service Crescent) there were few vacant allotments still remaining. These undeveloped sites were gradually built upon over the next two decades, with new dwellings such as the townhouses at 2-4 Anderson Street (1875-76), the large residence at 34 Ferrars Place (1877), the three-storey terraces at 43-45 Howe Crescent (1881) and the freestanding terrace at 22 Howe Crescent (1890). By the turn of the century, there were virtually no vacant lots remaining. This is clear from the MMBW map of the area, prepared around 1895, which shows densely-grained residential development throughout all streets in the precinct, and only two entirely undeveloped sites: one on the north corner of Howe Crescent and James Service Place, and another on the west corner of Cecil Street and Albert Road. These would be subsequently developed, respectively, with an Edwardian red brick villa and, several decades thence, a double-storey block of Moderne flats.

Figure 6.32–3 – Detail of MMBW Plan (c.1895), showing northern part of Howe Crescent: the drill hall at the corner (with ‘factory’ at rear), and early houses (since demolished) at Nos 4, 5 and 6 (source: Map Collection, Education Resource Centre, Melbourne University)

Figure 6.32–4 – Postcard of Howe Crescent, South Melbourne (source: Port Phillip City Collection)
By the turn of the century, virtually no vacant land remained in the precinct with the notable exception of the three public reserves. This, however, did not actually prevent further development taking place, as early dwellings began to be demolished for the construction of new and larger ones. This trend is recorded as early as 1900, when Dr Marcel Crivelli purchased and razed a row of three timber houses in Ferrars Place, erecting in their place a massive double-storey red brick townhouse that he named Arrou (now Balladonia at No 40). A few years later, a nearby timber cottage on the corner of Ferrars Place and Albert Road became the site for a small red brick shop, which for decades remained the only commercial building in the entire precinct. This trend continued into the 1920s and ‘30s, when several early brick villas were replaced by new bungalow-style dwellings (eg 290 Cecil Street) or flats (eg 1 Anderson Street). In certain other cases, an existing Victorian house might be retained and simply remodelled with new windows or a porch in a fashionable inter-war style (eg 282 Cecil Street). One of the more prominent additions to the precinct during this period was the new soldier’s memorial hall, which was built in 1924 on the half-round reserve off Ferrars Place. This not only provided a new home for the local branch of the RSL (which had formerly occupied part of the old drill hall complex on the corner of Howe Crescent and Ferrars Place), but created a striking focal point at the apex of the estate's main avenue.

By the mid-twentieth century, the precinct had lost some of its former lustre as a prestigious residential address. Many of the larger townhouses and terraces had long ceased to be viable as single family homes, and had since been pressed into service as apartments (eg Nos 24, 37-38 and 43-55 Howe Crescent and 12, 32 and 38 Ferrars Place), guest houses (eg 4 Ferrars Place and 40-41 Howe Crescent) or, in one case, a private hospital (49 Howe Crescent). The old drill hall on the corner disappeared from directory listings in the early 1940s, and subsequently became the site of new playing fields and for the South Melbourne Trugo Club. In the early 1960s, three adjacent houses – which were amongst the oldest in the entire precinct – were razed, and a new electrical zone substation built in their place. The same period also saw the erection of small number of new houses in the area, such as the double-fronted brick villa at 9 Ferrars Place and the double-storey townhouse at 12 Howe Crescent. However, the bulk of the precinct still retained much of its late nineteenth century ambience, characterised by fine late Georgian residences. It was thus entirely appropriate when, in 1971, the large townhouse at 30 Howe Crescent (built by Dr James Barrett just over a century earlier) was acquired by the Victorian Chapter of the Royal Australian Institute of Architects as its new corporate headquarters.

6.32.2 Description

This precinct has been designated as St Vincent Place East to acknowledge the fact that it comprises the eastern portion of a much larger mid-nineteenth century estate known as St Vincent Place, originally bounded by present-day Cecil Street, Park Street, Bridport Street and Cardigan Place/Nelson Road. The larger portion of the development, extending west of the railway line and Ferrars Street, is not only already included on the heritage overlay schedule as the St Vincent Place Precinct (HO258) but also on the Victorian Heritage Register (H1291) as an area of state significance. Although the two precincts are separated both visually and historically by the railway cutting, the name St Vincent Place East has been adopted to for the eastern portion to underscore their common history and historic connection.
The St Vincent Place East precinct, which is almost entirely residential in nature, is centred around the curving thoroughfares of Howe Crescent, Martin Street and Ferrars Place. This distinctive street layout forms a pair of small triangular reserves between Howe Crescent and Cecil Street, and another half-round reserve between James Service Place and the railway line. The contiguous part of the precinct, comprising Anderson Street plus portions of Cecil Street, Bridport Street and Albert Road, is more conventional in its street layout. While this did not actually form part of the original St Vincent Place estate, it otherwise developed at the same time and today contains built fabric of a comparable type and era that characterises the adjacent crescents.

The built fabric within the precinct is overwhelmingly of nineteenth century origin, with much of it dating from the particularly early period of 1865 to 1875. Most conspicuous are the large double-storey terraces and townhouses that are concentrated along Howe Crescent particularly the uninterrupted row between the corner of Ferrars and Bridport Street and the former Congregational Church which, as Andrew Ward has put it, are “without peer” - and, to a lesser
extent, Ferrars Place, Bridport Street and Albert Road.\textsuperscript{264} Standout examples of Victorian townhouses include the former doctor’s residence at 30 Howe Crescent included on the Victorian Heritage Register), with its balustraded porches and tower, and the double-fronted and double-storey Italianate mansion at 34 Ferrars Place, with paired columns and ornate lacework to its full-width verandah and balcony. Terraced dwellings within the precinct are often of a similar form to the latter, albeit single-fronted. Examples are frequently found in pairs (eg 51-52 Howe Crescent, 286-288 Cecil Street, 63-65 Bridport Street, 5-7 James Service Place and 13-14 and 27-28 Ferrars Place and others), or sometimes in groups of three (15-17 Howe Crescent, 17-19 Ferrars Place and 47-51 Bridport Street and elsewhere) or even four (18-21 Howe Crescent). An interesting and entirely atypical example, of timber construction, survives at 15 Martin Street.

Some larger and grander terrace-style dwellings, distinguished by wider-than-average frontages, more ornate decorative detailing and the occasional use of canted bay windows, can also be found in the precinct. These often exist as freestanding specimens (eg 15 Ferrars Place; 23 and 24 Howe Crescent and others) although there are some attached pairs (eg 50-50a Howe Crescent). The grandest terraced housing in the precinct are Hazelwood Terrace at 46-48 Howe Crescent (included on the Victorian Heritage Register) and its neighbour, the massive three-storey terraced row at Nos 43-45. Both examples both lack balconies at their uppermost level, instead having exposed windows with heavily moulded surrounds. A number of other double-storey terraced houses have ground floors verandahs without balconies above. These – more evocative of the Georgian style of the 1860s than the ornate Boom style of the 1880s – variously exist as individual specimens (eg 53 Howe Crescent), in pairs (eg 5-7 Anderson Street, 24-25 Ferrars Place) and in rows (eg 356-360 Albert Road; 26-28 and 36-39 Ferrars Place and others). An interesting variation is the semi-detached Georgian-style houses with return verandah at ground floor but no balconies above. Two similar examples, both with brown brick walls rather than a rendered finish, survive at 39-40 Howe Crescent and 10-12 Anderson Street. The former is distinguished by unusual verandah detailing, with slender stop-chamfered columns and a lattice frieze.

The precinct also contains single-storey villas with double-fronted (and usually symmetrical) facades. Some of these, however, are still quite substantial, with wider-than-average frontages and fine detailing comparable to the larger double-storey houses. Examples include those at 41 Ferrars Place, 49 Howe Crescent, 57 Bridport Street and at 5 and 8 Ferrars Place – the last named having a distinctive and unusual off-centre front entrance. There are also smaller and more modest villas, realised in both rendered masonry and timber. These typically have hipped or gabled roofs of slate or corrugated galvanised steel, with simple timber-posted verandahs. There is a row of modest weatherboard villas, in various states of intactness, along the western side of Martin Street (Nos 2-12). Small double-fronted cottages elsewhere in the precinct tend to be also of timber construction, variously block-fronted (eg 30 and 42 Ferrars Place; 11 Howe Crescent; 374 Albert Road and elsewhere), plain weatherboard (10 and 11 Ferrars Place) or beaded weatherboard (16 Ferrars Place). There are also a few double-fronted villas of masonry construction, either in bichromatic brick (eg 9 Anderson Street) or rendered (eg 16 Anderson Street; 61 Bridport Street). Single-fronted cottages are atypical (eg 13 Martin Street).

Most of the nineteenth century houses have sympathetic (but not necessarily original) front fences; the larger townhouses and terraces typically have cast iron palisade fences with bluestone plinths, while the smaller villas and cottages have timber picket fences. A few houses have woven-wire fences that, although more associated with the inter-war period, are not intrusive. The predominant nineteenth century character of the precinct is further enhanced by the presence of original bluestone kerbing (and bluestone-pitched laneways, and by mature (and invariably deciduous) street trees.

The small amount of twentieth century housing in the precinct includes a number of Edwardian dwellings, typically realised in red brick with rendered banding, red tiled roofs, roughcast gable ends and turned timber posted verandahs. They consist of a few detached double-fronted villas (25 and 28

\textsuperscript{264} Ward, Vol 1, p74.
Howe Crescent), a double-storeyed terraced pair (21-23 Martin Street) that harks back to nineteenth century antecedents, and, as the most notable exception, the massive Belladonia (40 Ferrars Place). The latter, one of the largest and grandest Edwardian houses in South Melbourne, is included on the Victorian Heritage Register (H0772). There are also several inter-war dwellings in the south-eastern (ie non-crescent) portion of the precinct, including an attic-storeyed bungalow (290 Cecil Street), a two-storey block of flats (1 Anderson Street), and a larger and finer blocks of flats (352 Albert Road) in the Streamlined Moderne style. Post-war houses, which are considered as non-contributory elements within the precinct, include a double-fronted brick veneer villa (9 Ferrars Place) and a two-storey house (12 Howe Crescent), both dating from the 1960s, and some more recent townhouses (eg 12 Ferrars Place, 18 & 19 Martin Street; 9 James Service Place).

The precinct contains only a very small number of non-residential buildings. Some of these, namely the two fine bichromatic brick former churches on Howe Crescent, date back to the area's earliest phase of development, and can be considered significant elements. A small painted-brick corner shop at 374 Albert Road, evidently dating from the Edwardian period, is the only commercial building in the precinct. The soldier's memorial hall, dating from 1924, is a double-storey red brick building with rendered banding and some Classical-style detailing, such as the broken pediment above the main entrance. Conspicuously sited at the junction of Ferrars Place and James Service Place, this building acts as an eye-catching focal point that is certainly not out of place in this predominantly nineteenth century precinct. Two more recent (and rather less sympathetic) incursions are the cluster of post-war buildings at the corner of Ferrars Place and Howe Crescent: the Trugo clubhouse (late 1950s), the orange brick zone substation (early 1960s) and the more recent senior citizen's centre. Another substation, of pre-war origin and rather more picturesque appearance, stands in one of the triangular reserves on the corner of Cecil and Bridport Streets.

6.32.3 References
1. Vardy Map (1855)
2. Cox map (1866)
3. MMBW Map (c.1895)
4. Sands & McDougall Directory. (various editions, 1864 onwards)

6.32.4 Thematic Context
• The late Nineteenth Century Boom
• Ways of Life: South Melbourne

6.32.5 Comparative Analysis

Needless to say, St Vincent Place East can be most pertinently compared to the remaining portion of Hodgkinson's original subdivision, which continues on the other side of the railway line. The central part of this development, where building allotments overlook a rectangular reserve with a crescent at the western end, is included on the Victorian Heritage Register. While the street layout clearly represents the completion of Hodgkinson's original scheme, the dwellings themselves were mostly built from the early 1870s onwards and thus post-date their 1860s counterparts to the east of the railway line. Notwithstanding, the housing in the both areas is otherwise very similar, consisting primarily of grand Italianate townhouses, terraces and villas, invariably erected by moneyed citizens who were attracted to what was then the district's most prestigious residential address.

In that particular regard, St Vincent Place (as a complete entity) can be compared to the four streets that surround the St Kilda Botanical Gardens. These streets (Blessington Street, Tennyson Street, Dickens Street and Herbert Street) also attracted prominent residents in the late nineteenth century, such as the noted banker Thomas Gyles Taylor, who erected a large house for himself, Bundalohn, at what is now No 6 Tennyson Street (1890). Many of these grand properties, however, were
subsequently subdivided and redeveloped during the twentieth century. Today, only a few large Victorian houses still remain along Blessington Street (eg Nos 42, 50, 62 and 74), plus Bundalohn at 6 Tennyson Street and the adjacent (but substantially altered) Himalaya at No 10, to demonstrate what was once St Kilda’s most prestigious residential address in the late nineteenth century.

Another example of the residential square development is Alfred Square, also in St Kilda, which is rather less prestigious than St Vincent Place but is otherwise comparable in its early date. A rectangular site near the foreshore had been designated as a public reserve at the first land sales in 1842, and the U-shaped street that surrounded it subsequently developed with modest housing. Most of this, however, has since disappeared, with only two cottages at No 1 (1858) and No 2 (1855) now remaining. These are not unlike the smaller double-fronted cottages that can be found in St Vincent Place East.

6.32.6 Statement of Significance

What is Significant?

The St Vincent Place East Precinct in South Melbourne comprises two contemporaneous residential developments of contrasting layout: one with three curved roadways (Howe Crescent, Martin Street and Ferrars Place) radiating from a half-round reserve, and another alongside with a more conventional rectilinear grid layout (Anderson Street, and parts of Albert Road, Cecil Street and Bridport Street). Both areas developed promptly from the mid-1860s to the early 1870s, and today remain largely characterised by housing from that era, principally in the form of large residences (townhouses, terraces and large villas) and some smaller dwellings.

How is It Significant?

The precinct is of historical, architectural and aesthetic significance to the City of Port Phillip.

Why is It Significant?

Historically, the precinct is significant as a cohesive and self-contained development of housing from the late 1860s and early 1870s. It demonstrates the initial residential expansion beyond the original Emerald Hill township, which, over the next few decades, would spread further south and east. The precinct is also historically significant as South Melbourne’s first prestigious residential estate, where many prominent Melbourne men (such as surgeon Dr James Barrett, and Collins Street retailers Samuel Mullen and W H Rocke) erected fine dwellings for themselves. The grand residences along Howe Crescent and Ferrars Place represent an interesting contrast to the smaller and humbler cottages that can be found in the alley-like Martin Street.

Historically, the northern portion of the precinct is significant as part of the broader St Vincent Place estate, which represents the finest example in Victoria of a nineteenth-century residential square on the English model. Although long separated from the larger part of the original estate (which is included on the Victorian Heritage Register) by the railway line, the present precinct represents the completion of the original crescent scheme. As such, it is also significant for associations with both its original surveyor Andrew Clarke, and with Clemet Hodgkinson, who subsequently revised the layout.

Aesthetically, the northern portion of the precinct is significant for its highly distinctive urban planning, namely the curving crescents, the notably wide central avenue (James Service Place), the associated reserves and avenues of mature street trees. This is enhanced by the built form itself, with rows of terraced houses and villas that follow the curve to create a truly unique streetscape, and elements such as the soldier’s memorial hall, which serves as a focal point at the vista of the central avenue.
Architecturally, the entire precinct is significant for the consistent quality of its nineteenth century built form, with many fine and typically large residences that represent several types (eg detached townhouses, large villas, terraced dwellings in rows or as individual specimens) as well as smaller and more modest dwellings and cottages. Collectively and individually, these houses are of architectural significance as fine examples of late Georgian residential architecture, characterised by simple form and an understated Classical influence, complemented by some more ornate manifestations of the Boom-style of the late 1880s.

6.32.6.1 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

The preservation of original bluestone elements (including kerbing, guttering, spoon drains and pitching to laneways and crossovers) should also be encouraged.

6.32.7 Assessment

6.33 Albert Park Residential Precinct – Ho442

**Existing Designations:**

- Heritage Council Register: nil
- National Estate Register: nil
- National Trust Register: nil

**Previous Heritage Studies:**

- Conservation Study 1975: Precincts 9, 10, 11, 16, 17, 18, 26 (part), 27, 28 and 29
- Conservation Study 1987: UC1: Precinct D
- Heritage Review 2000: Heritage Overlay 3 (part)

6.33.1 History

Kearney’s 1855 map of Melbourne, which depicts existing and proposed development in the city and inner suburbs at that time, indicates that the land between the Emerald Hill settlement and the foreshore was not only virtually undeveloped at that time, but that further development was evidently not being considered. Nothing was shown between the southern boundary of the settlement – a sinuous roadway then known as Nelson Place (now Nelson Road) - and the elongated salt-water lagoon just across the municipal boundary in Sandridge. Although the principal thoroughfares of Bridport Street and Albert Road (then known as Beach Road) both extended all the way to the beach at that time, the land between them was vacant save for the dotted outline of a subdivision along the ocean frontage. The only structures depicted on Kearney’s map were a gun emplacement at the end of Beach Road (then recently constructed to defend the bay, and thus the entire colony, from perceived naval attack) and a post at the end of Bridport Street, which marked the municipal boundary.265

There was evidently little further development over the next decade, as Hodgkinson’s 1864 map of Albert Park depicts a virtually identical scenario. The original foreshore battery, erected in 1855, had been supplemented by two more gun emplacements, completed in 1860.266 Cox’s map of South Melbourne, prepared in 1866, shows a few small buildings in fenced enclosures along the foreshore (also associated with military occupation) but no sign of the seaside subdivision shown on the 1855 map, nor indeed of the Bridport Street and Beach Road extensions. This low-lying land remained isolated for some time, separated from Sandridge by the salt-water lagoon, and from Emerald Hill by the new St Kilda railway line, which had opened in 1857. The future settlement of this area was initially facilitated by the withdrawal of military forces from the foreshore barracks in 1870, and by the demolition of the gun emplacements over the next few years.267 The first development in the area took place in 1872, when, as noted by Allom Lovell Sanderson, “the South Melbourne Gas Company secured a six acre site for its works in the swampland adjoining the municipality boundary between South and Port Melbourne.”268

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266 S Priestley, *South Melbourne*, p 90.
267 S Priestley, *South Melbourne*, p 90. The foreshore battery at South Melbourne were superseded by a new gun emplacements erected at the heads, and also by the arrival of the ironclad warship *Cerberus* in 1871.
268 Allom Lovell Sanderson, 3/16.
Residential settlement began slowly and gradually, initially spurred by the belated development of St Vincent Place. This distinctive subdivision, with its curved crescents and central public reserve, had been proposed in 1854 as an extension to the Emerald Hill town plan but was not formally subdivided until the 1860s. As the first houses finally appeared there from the late 1860s, residential development inevitably began to spread further south and east into the hitherto undeveloped parts of what is now Albert Park. Dundas Place, and the adjacent portion of Bridport Street (west of Ferrars Street) both appear for the first time in the Sands & McDougall Directory in 1870, followed, one year later, by Cardigan Place. The east side of Nelson Road, which marked the edge of the Emerald Hill township, had developed steadily from the mid-1850s, but the west side is not recorded in the directories until 1874. There were only three residents there at that time, but this number had increased to twelve by 1875. Two years later, the new Star & Garter Hotel opened at the end of the block, on the Dorcas Street corner. Development soon spread even further west, with Mountain Street and Pickles Street making their initial appearances in directories in 1878, followed by Greig Street in 1880.

Further to the south, the low-lying land was being gradually reclaimed, prompting a boom of residential settlement from the early 1880s. The Sands & McDougall Directory for 1884 recorded many new streets for the first time, including Barrett Street, Danks Street, Foote Street, Glover Street, Graham Street, Iffla Street, Page Street, Richardson Street and Withers Street. These were followed by Lyell Street, Tribe Street and St Vincent Street West in 1885, by Reed Street in 1887 and by Henderson Street in 1888. Nearer to the beach, a large tract of land bounded by Danks Street, Kerferd Road, Ashworth Street and Bleak House was subject to speculative development in two stages. The first stage (1890) carved up the land east of Phillipson Street into 26 new residential allotments, followed a year later by a further eighteen lots to the west.269

269 Lodged Plans No 3406 (declared 18 December 1891) and 4194 (declared 30 October 1890).
Figure 6.33–3 – Detail of MMBW Map (1895), showing Victoria Avenue in centre; note relatively dense residential development, gasworks at extreme left, and vacant land (including Dinsdale Street) along Kerferd Road side.

(source: Map Collection, Education Resource Centre, University of Melbourne)

Typically, this residential boom was accompanied by an expansion of associated community facilities. More hotels appeared, most notably the three-storeyed Hotel Victoria on the prominent corner of Beaconsfield Parade and Kerferd Road (1887). One year earlier, a Carmelite priory – the first in Melbourne – had been established on Beaconsfield Parade (now the Kilbride Centre at No 52).

Figure 6.33–4 – 1940’s Postcard showing west side of Kerferd Road/Terrace House, Victoria Avenue, Albert Park, 1889

(source; Port Phillip City Collection)

A few more Protestant churches appeared during this period, including the Presbyterian Church near the corner of Merton and O’Grady Streets (c.1885) and the Wesleyan Methodist Church at the junction of Bridport Street and Cardigan Place (1890). As noted by Allom Lovell Sanderson, further
residential expansion during this period was prompted by the opening of the Victoria Avenue tramline in 1890.270

The MMBW map of the area, prepared in 1895, indicates dense development throughout much of the precinct, with rows of small cottages and villas. There were relatively few vacant allotments still remaining in the precinct’s north portion, but some occasionally large areas of undeveloped land south of Graham Street, and, more noticeably, between Phillipson Street and Kerferd Road. These, however, gradually filled out during the early twentieth century. According to the Sands & McDougall Directory, the first houses in the hitherto undeveloped block of Dinsdale Street (between Phillipson and Kerferd) were noted on the south side of the street in 1902. Five years later, there were three houses on the south side (Nos 32, 34 and 36) and another “four vacant houses” on the north side. By 1908, the block had fully developed, with twelve occupied houses on each side (designated as Nos 31 to 53 and 32 to 54). Similar development spread along the north side of Page Street, the west side of Kerferd Road, the south side of Ashworth Street and elsewhere. It has been suggested that the same developer or builder was responsible for all of these.

According to the MMBW map, there was also a few pockets of undeveloped land north of Moubray Street in the 1890s, including a large block on the corner of O’Grady and Merton streets (opposite the Presbyterian Church) and another along the south side of Little O’Grady Street. The latter was subsequently developed with a row of single-fronted brick cottages that were first recorded in the Sands & McDougall Directory in 1908. It has been said that these were built to accommodate workers at the nearby Morris Brothers Dairy, although electoral rolls reveal that the original residents comprised labourers, butchers, carters, carpenter and others – but not dairy employees. The dairy itself, which stood nearby at 370 Montague Street, was an existing facility that had been taken over by James Morris and his brothers around the turn of the century, complementing another depot that they had operated for some years at Bay Street, Port Melbourne.271

By the early 1910s, the precinct had almost entirely filled out, and there was consequently little new residential development in the area during the inter-war years. A small number of bungalow-style dwellings were built on the few undeveloped allotments that remained. In one instance, a new house was erected at the rear of an existing Victorian villa on the corner of Moubray and Finlay streets. Curiously, while the inter-war period saw the nearby seaside suburbs of St Kilda and Elwood transformed by a boom of apartment development, very few examples of that type appeared in this part of Albert Park. One notable exception – perhaps not surprisingly erected on the site of an earlier Victorian dwelling – was Avenue Court at 64 Victoria Avenue, designed in 1934 by leading modern architect I G Anderson.272 Two decades later, an entire row of nineteenth century dwellings in Victoria Avenue would be cleared for the construction of a much larger apartment development – the 17-storey Layfield Court, which formed part of the ambitious slum reclamation program carried out by the Housing Commission of Victoria during the 1960s.

6.33.2 Description

The Albert Park Residential Precinct, nominally bounded by Beaconsfield Parade, Pickles Street and Kerferd Road, comprises all the land between the original Emerald Hill township and the foreshore, which developed from the early 1870s. The central part of the St Vincent Place estate is not included, as this area is not only already covered by an existing heritage overlay (HO258) but is also on the Victorian Heritage Register. Neither of those existing listings, however, include the outer perimeter of the original St Vincent Place estate – that is, the contiguous portions of Park Street, Nelson Road and Cardigan Place – and these portions consequently been incorporated into the present Albert Park Residential Precinct.

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270 Allom Lovell Sanderson 3/16.
271 S Priestley, South Melbourne, p 106. See also Sands & McDougall Directory, 1900, 1901.
272 National Trust of Australia (Victoria). Citation for Avenue Court, 64 Victoria Avenue, Albert Park.
The street layout within the precinct is irregular due to the merging of several discrete subdivision patterns. The southern end of the precinct, for example, has a conventional grid-like layout of streets running parallel and perpendicular to the foreshore, while the western part has streets in similar alignment to Pickles Street. The remaining part of the precinct has streets that follow the alignment of the adjacent St Vincent Place estate, which was laid out in 1855 (although not developed until the early 1870s). The three discrete geometries overlap between Moubray Street, Richardson Street and St Vincent Street, resulting in a number of triangular street blocks and others with acute corner sites. The streets themselves vary from major thoroughfares of generous width (eg Bridport Street, Victoria Street, Nelson Street and Beaconsfield Parade), to smaller cross streets (eg Barrett Street, Withers Street, Finlay Street) and the even narrower one-way streets (eg Little Vincent Street, Little Page Street and Dorcas Lane). Many streets retain original bluestone kerbs or gutters, and a number of laneways (and even some minor streets such as Little Page Street) retain bluestone pitching. The unusually wide bluestone spoon gutter along Kerferd Road, which was provided to assist in the drainage of swampy land in the area, is also a particularly notable feature.

The precinct, which was largely settled between the early 1870s and the late 1880s, is still dominated by nineteenth century housing, with some associated retail strip development along Bridport Street, the south side of Dundas Place, and the east side of Victoria Avenue (qv separate commercial precinct).

Much of the precinct remains strongly characterised by single-storey Victorian dwellings in the form of single-fronted cottages and double-fronted villas, variously of timber or brick construction. Single-fronted timber cottages proliferate throughout much of the precinct, defining the area’s character as a nineteenth century working class suburb. The short streets to the western part of the precinct (eg Lyell, Iffla, Mountain and Tribe Streets, et al) consist almost entirely of such dwellings, with block-fronted facades and simple verandahs with cast iron columns and wrought iron lace friezes. They also proliferate in those streets closer to the beach (where land would have been cheaper), with some notable clusters in Ashworth Street, Danks Street, Graham Street and Reed Street. Little Page Street contains two interesting pairs of semi-detached single-fronted cottages with gable ends to the street, set back only by the width of their narrow verandahs.

The beachside streets also contain large numbers of single-fronted brick cottages, sometime in long rows of identical dwellings (eg 169-187 Danks Street). Single-fronted brick cottages tend to be less common in the precinct’s north-west, although a few comparable rows exist such as Harlem Terrace, a row of nine rendered cottages at 21-37 Iffla Street, and Sandgate Terrace, a row of five in bichromatic brick at 54-62 Mountain Street. While the eastern part of the precinct (between
Bridport Street and Kerferd Road) is generally characterised by larger and grander Victorian residences, these are still interspersed with clusters of single-fronted brick cottages (eg 390-398 Montague Street). They are also found in larger numbers in the smaller north-south streets (eg Faussett Street) and, more prominently, in the east-west streets (eg Finlay Street, O'Grady Street and Little O'Grady Street). The last named street – another of those very narrow lane-like streets that permeate certain parts of the precinct – contains a fine row of gable-roofed cottages at Nos 3-19 that, notwithstanding their Victorian form, were actually erected as late as c.1908.

Larger double-fronted villas exist in generally smaller numbers throughout the precinct. Scattered example in timber construction can be found in the precinct’s northeast, including some in Bridport Street West, Pickles Street, Dorcas Street (eg Nos 411 and 431 and elsewhere), Iffla Street (No 22), Mountain Street (eg Nos 21 and 35) and elsewhere. One extremely unusual double-fronted timber villa at 55 Greig Street had its block-fronted façade built right to the property line. Closer to the beach, a distinctive row of five double-fronted timber villas survives at 42-50 Little Page Street, set back from this narrow bluestone-pitched roadway only by the width of their narrow verandahs. In this part of the precinct, there are also some examples with asymmetrical frontages and canted bay windows in Withers Street (Nos 62-68) and Foote Street (eg Nos 55, 57). Double-fronted brick villas become more common as one heads further east. St Vincent Street, for example, contains a mix of single-fronted cottages in both timber and brick, plus some larger double-fronted brick villas.

The even larger and grander Victorian residences within the precinct tend to be concentrated on those streets that extend out from the St Vincent Place estate. Rows of double-storey terraced houses proliferate along Madden Street, Dundas Place, Montague Street and Merton Street. The last named street also has a pair of three-storeyed terraces (eg No 79-81), and an impressive row of thirteen double-storeyed terraces (on the north side, between Dundas Place and O'Grady Street) that is said to be the longest row of identical houses in South Melbourne – and perhaps even in the entire metropolitan area. By contrast, the smaller connecting streets, such as Finlay and O'Grady streets, are characterised by smaller single-storey villas and cottages – mostly of brick construction, but occasionally of timber.

Double-storey terraced houses can also be found in numbers along the major thoroughfares of Beaconsfield Parade, the west side of Nelson Road, and the west side of Victoria Avenue. These are less common elsewhere, particularly in the northeast of the precinct (eg double-storeyed terraces at 7 & 18 Lyell Street, and 433-437 Dorcas Street). Some of the larger double-storeyed Victorian residence near the beach incorporate rooftop towers, clearly intended to exploit ocean views. Examples include the terrace dwellings at 43 Withers Street and 73 Reed Street, and a larger double-fronted townhouse at 92 Danks Street.

As the precinct had virtually filled out before the turn of the century, there are relatively few examples of early twentieth century housing therein. A notable exception is the development of Dinsdale Street, which comprises rows of double-fronted Edwardian villas with asymmetrical facades. Similar but not entirely identical, these houses are expressed in the typical Queen Anne vocabulary of face red brick with hipped or gambrel roofs clad in slate or terracotta tile (some with ridge cresting), and porches with turned posts and timber slat friezes. Comparable but smaller pocket of Edwardian housing exists on the south side of nearby Ashworth Street, and along the prominent thoroughfares of Kerferd Road and Nelson Road. Otherwise, dwellings from that era tend to be represented by only a few isolated examples (eg villa at 64 Merton Street).

Inter-war houses are also uncommon, represented by such examples as the attic-storeyed bungalows at 60 Finlay Street and 18 Ashworth Street. A fine three-storeyed block of flats in the Moderne style, known as Avenue Court, stands at 64 Victoria Avenue, although atypical in the context of the precinct, is nevertheless of architectural and aesthetic interest in its own right as a fine example of the work of its architect, I G Anderson.
While retail development was concentrated on parts of Bridport Street, Cardigan Place, Dundas Place and Victoria Avenue, a number of other commercial buildings can be found throughout the precinct. These take the form of modest single-storey Victorian or Edwardian shopfronts (such as 13 Lyell Street) or larger double-storeyed residential shops (with a dwelling above), invariably in the ubiquitous form of corner stores with splayed entries (eg at 41 Lyell Street, and several others along Nelson Road). The precinct contains a number of grander non-residential buildings that provide evidence of the expansion of community facilities in the late nineteenth century, and remain today as prominent landmarks in the area. Ecclesiastical presence is dominated by two striking red brick churches, conspicuously sited on oddly-shaped acute-angled sites at either end of Bridport Street – the former Wesleyan Methodist Church at Cardigan Place, and the somewhat later Anglican Church at Madden Street. The former Presbyterian Church at 47 O’Grady Street, although smaller in scale, otherwise forms a distinctive element in the predominantly residential streetscape, as does the former Carmelite Priory (now Kilbride Centre) at 52 Beaconsfield Parade.

6.33.3 References
1. Kearney Map (1855)
2. Cox Map (1866)
3. MMBW Map (1895)
4. Sands & McDougall Directory (various)

6.33.4 Thematic Context
- Settlement, Growth & Change
  - The late Nineteenth Century Boom
- Ways of Life
  - South Melbourne

6.33.5 Comparative Analysis
The Albert Park Residential precinct represents a fine and notably particular extensive collection of late Victorian housing, mostly dating from the Boom period of the 1880s. Although there are many pockets of contemporaneous residential development throughout the municipality, these tend to vary considerably in both extent and variety.
The fine rows of double-storey terrace houses that dominate the edges of the precinct (ie Dundas Place to the east, Nelson Road to the north and Beaconsfield Parade to the south) have numerous counterparts elsewhere in the municipality. The most exceptional examples are those in the St Vincent Place development, including the smaller portion to the east of the railway line (ie Howe Crescent and Ferrars Place) as well as the larger one to the west (ie St Vincent Place proper). Other fine rows can be found elsewhere, such as Raglan Street (west of Clarendon Street) in South Melbourne, Inkerman Street (between Camden and Nelson streets) in Balaclava, and along Canterbury Road (west of Armstrong Street) and Kerferd Road in Middle Park. The rows of smaller single- and double-fronted villas that characterise the bulk of the Albert Park Precinct can also be compared to similar developments elsewhere. Notable streetscapes of modest single-fronted brick cottages include Thomson Street (west of Clarendon Street) in South Melbourne, and Richardson Street in Middle Park. Counterparts in timber abound in certain parts of Middle Park (eg Neville Street) and elsewhere, such as the particularly cohesive streetscape in Chusan Street, St Kilda East. All of these examples, however, tend to be relatively small-scaled areas in contrast to the more extensive development evident in the Albert Park precinct.

As an example of a cohesive development of late Victorian housing of various types, the Albert Park Precinct is most comparable to the nineteenth-century portions of Middle Park, and St Vincent Place (western portion) in Albert Park. The former, which also largely dates back to the early 1880s, has a similar mix of modest cottages, larger villas, double-storey terraces and freestanding townhouses. The same can also be said of St Vincent Place East in South Melbourne, albeit on a smaller and more concentrated scale. While certain parts of St Kilda (eg St Kilda Hill) also contain a range of late Victorian housing, this is invariably supplemented by a pervasive overlay of inter-war development, which imparts an entirely different character to the area.

6.33.6 Statement of Significance

What is Significant?

The Albert Park Residential Precinct, nominally bounded by Kerferd Road, Beaconsfield Parade, Pickles Street, Nelson Road and Bridport Street, covers the most intact portion of an area that largely developed from the mid 1870s to the early 1890s. Formerly occupied by low-lying land that was flood prone in parts and elsewhere occupied by a military battery, the area underwent little residential development until military presence with withdrawn and land reclamation commenced in the early 1880s. Today, it remains strongly characterised by late Victorian housing, which demonstrate a broad range of typologies: from the humblest single-fronted timber cottages through to larger villas in brick and timber, to grander double-storey brick terraces and townhouses.

How is It Significant?

The precinct is of historical, aesthetic and architectural significance to the City of Port Phillip.

Why is It Significant?

Historically, the precinct is significant as an early, ambitious and notable attempt to encourage residential development beyond the boundaries of the Emerald Hill township of 1852. The gradual expansion to the south, southeast and southwest of the original settlement, over several successive phases, is significantly demonstrated by the building stock itself. The prominent streets closest to Emerald Hill and St Vincent Place (such as Nelson Road, Cardigan Place, Dundas Place and Park Street) remain strongly characterised by 1870s development, while the more intensive development of the 1880s Boom period is more evident in the smaller streets to the south and south-west. The subsequent infill of Edwardian housing, most notably apparent in the precinct’s south-eastern corner (between Phillipson Street and Kerferd Road), demonstrates the last significant phase of residential settlement in the precinct, concentrated in its outermost edges.
The predominantly residential character is enhanced by a number of contemporaneous non-residential buildings, such as churches, schools and shops, which provide evidence of the expansion of community facilities during the precinct’s key phase period of development over the last three decades of the nineteenth century.

Aesthetically and architecturally, the precinct is significant for its fine collection of late Victorian dwellings. These demonstrate a range of typical housing types of the 1870s and ‘80s: modest single-storeyed cottages in both timber and brick (mostly concentrated in the south-east and south of the precinct) as well as grander villas, double-storeyed terraces and townhouses (mostly concentrated in the east of the precinct). Although these exist both as cohesive strips (e.g., single rows of terraces or cottages) and as more heterogeneous streetscapes (with a mixture of dwelling types), they are nevertheless unified by their closely comparable dates and by their frequently consistent scale, form, materials and detailing. Considered collectively, the late nineteenth century housing in the Albert Park Residential Precinct represents one of the finest, most extensive and most varied collections of 1870s and 1880s dwellings in the City of Port Phillip.

6.33.7 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

The preservation of original bluestone elements (including kerbing, guttering, spoon drains and pitching to laneways and crossovers) should also be encouraged.

6.33.8 Assessment


Sub-precinct – Montague Commercial Precinct

6.33.9 Location and extent
6.33.10 Thematic context

Victoria’s framework of historical themes

5. Building Victoria’s industries and workforce: 5.2 Developing a manufacturing capacity, 5.3 Marketing and retailing, 5.6 Entertaining and socialising, 5.8 Working

Port Phillip thematic environmental history

4. Industry: 4.2 South Melbourne, 4.5 Growth and prosperity

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill, 5.3 The late nineteenth century boom, 5.4 Depression and recovery: the inter-war years

6.33.11 History

Montague

The Montague area, bounded by City Road, Boundary Road, and the Port Melbourne and St Kilda Railway lines, was established in the 1880s as land was subdivided and sold.

The 1880s were a period of rapid growth in Emerald Hill with a population of 25,000 by 1880, rising to 43,000 at the end of the decade. Port Melbourne saw a similar growth, but from a smaller starting point. A number of the municipal councillors were prominent real estate developers and financiers including Matthias Larkin, James Page, J.R. Buxton and W. Thistlethwaite, or were land speculators such as William Buckhurst. As a result subdivision and street construction (although rudimentary) went ahead rapidly.

The Montague area was promoted as an area for ‘persons of the artisan class’, and this was reflected in the advertisements for houses for sale such as “neat two roomed cottage and land, plastered £110, Stoke Street, off Gladstone Place”. By 1875, there were 560 households and by 1900, there were 1,000 in the district, with 200 in the lanes and little streets. Many of the people attracted to the low cost housing were labourers, fisherman, boilermakers, mariners and shipwrights, probably drawn to the area because of its proximity to the docks and metal works along the river, and the noxious trades on the Sandridge flats. Owner occupation was approximately 33 per cent. Most of the houses in the smaller streets were made of timber and had two or three bedrooms. Almost no houses had a bathroom or washroom.

A contributor to the Argus in 1881 described the Montague area, known colloquially as “Salt Lake City”, as a poorly drained sector with a terrible stench in which typhoid was rife.

[It is] “wonderful how people can live there; yet new houses are going up there daily in thick clusters, evidently intended for persons of the artisan class. Children are being reared…in great numbers. Their chief amusement here is to play in the horrible liquid surrounding their homes.” (Argus, 16 August 1884)

Floods exacerbated the problems with one description of the 1880 flood noting:

Pedestrians could proceed along the footpath in Flinders-street to a point a short distance beyond William-street, where the flood barred all further progress. The houses from this point to the corner of Spencer-street were flooded on the ground floors and cellars. The water could be seen stretching from a short distance below the Falls Bridge to Sandridge Bend on the one hand, and from Emerald Hill to Footscray on the other. (‘The floods in Victoria’, South Australian Register, 18 September 1880, p.6)

MMBW plans show the Montague area was almost fully developed by the end of the nineteenth century with rows of narrow terraced houses lining the streets and laneways. Non-residential uses included several hotels, some of which still exist today, the St Barnabas Church complex in Montague.
Street, but almost no factories – a ‘wire mattress factory’ at the rear of some houses in Thistlethwaite Street being one exception.

In the early twentieth century, however, industrial premises began to replace residential properties within the Montague area. These early industries were associated with the significant growth of manufacturing in Victoria after Federation in 1901 when free trade laws between the states led to the removal of all internal import duties and the Victorian manufacturing industry, particularly the clothing, boot & shoe and engineering sectors, expanded rapidly to supply Australia-wide markets. These industries were also encouraged by trade protection through tariffs and import duties on imported goods, which was a major component of Commonwealth Government policy in the first half of the twentieth century and played a ‘decisive role’ in developing manufacturing enterprises in the northern suburbs of Melbourne during the interwar period (Vines & Churchward, 1992:18, 20).

By the late 1930s the impact of industry prompted the Montague branch of the A.L.P. to write to Council to prevent the further intrusion of factories into residential areas (Record, 27 April 1940, p.7).

By the 1920s, much of the housing stock was falling into disrepair due to regular flooding, inundation and little maintenance, particularly among the rental properties. However, Montague was renowned for its close knit community. The self-contained suburb had its own, school, church, police station, kindergarten, football team, hotels, post office, bank and shops.

It was areas like Montague that led to the first inquiry into the condition of housing in Victoria, which was conducted in 1913 by a Select Committee of the Legislative Assembly. This first slum commission paid special note to the Montague district, noting the area between Ferrars Street and Boundary Street, and from City Road to the Port Melbourne railway, "…was very flat and the drainage bad, … with very few exceptions the houses are all built of wood and iron…‘ where most did not have baths, and were small and in poor repair (‘Suburban slums, evidence of Police, hovels and shelter sheds’, The Age, 20 November 1916, p.6).
The Montague area was subsequently earmarked in the 1930s for demolition by the Slum Abolition Board. In 1936 the establishment of a Housing Investigation Board considered housing conditions in Victoria. The Board’s found numerous slum pockets and narrow residential streets with poor houses, at times subject to flooding in South Melbourne. The resulting Slum Reclamation and Housing Act of 1938 facilitated the clearance of the majority of the houses and the relocation of the residents, many of whom eventually moved to new housing at Garden City (Allom Lovell 1995:4-20).

By the 1960s most of the small houses were gone and the area taken over by small factories, warehouses and show rooms. A few of the 19th century commercial premises on the periphery, particularly in City Road, Montague Street and Boundary Road, remained, as these were better quality buildings with viable businesses.

Precinct history

The opening in June 1890 of the cable tram to Port Melbourne, which crossed the Yarra at Queens Bridge then travelled down Sandridge (now City) Road to Bay Street, stimulated development along the route and by the end of the nineteenth century a small commercial centre had formed around the intersection of Sandridge Road and Montague Street on the edge of the Montague district.

Typically, the centre surrounded one of the early corner hotels that lined the route to Port Melbourne, the Hotel Nelson, which was built 1867/68 for Patrick Woulfe, a dairy farmer. The hotel was extended and upgraded in 1927 for then owner A. Carroll to plans prepared by the St Kilda architect, Harry R. Johnson (Record 4.12.1926, p7). The license lapsed in December 1970, and since then it has been used as a restaurant (Aizen 2004).
The MMBW detail plan of 1894 indicates the precinct had been fully developed by this time, including several of the extant two storey shops and residences. East of Montague Street adjacent to the Hotel Nelson, and also built for Patrick Woulfe, these included nos. 512 & 514 (built 1890-91, initially occupied by a baker and tailor), 516 & 518 and 163 Montague Street (built 1890-91). Nos 516 & 518 City Road may have been built as early as 1880 when tenders were called for 'brick story next Nelson Hotel, Sandridge-road' by John Box, architect, 156 Clarendon-street, Emerald-hill (Argus 14.01.1880, p3); otherwise they were built by 1893 at which time they were occupied by a pawnbroker and a butcher (RB). West of Montague Street, the group of three shops and residences at 524-28 City Road were built 1887-88, and were initially occupied by a draper, hairdresser and grocer.

The brick house at 506 Montague Street, meanwhile, was constructed 1914, as a replacement for a 4 roomed weatherboard house shown on the 1895 MMBW plan (RB). The house was built for Mrs Mary Cogan, feather dresser, and it was owned and occupied by members of the Cogan family until the mid-1960s (RB; SM). Although now an isolated residence, until at least the 1960s there had been several houses interspersed amongst the commercial buildings on City Road.

Also during the early twentieth century, the pair of shops and residences at nos 496-498 (occupied in 1905 by a fishmonger and bootmaker) and the group of shops and residences at 532-538 (occupied in 1910 by a chemist, grocer, pawnbroker and stationer) replaced earlier buildings shown on the MMBW plan.

During the Interwar period, several single storey shops replaced earlier buildings, including residences, within the precinct demonstrating the transition from residential to commercial and industrial that was occurring throughout Montague at that time. In Montague Street, no. 151, the pair at 153 & 155 and the group of three at 157-161 replaced earlier residences, while on City Road, the pairs at 540-42 and 544-46 replaced earlier shop buildings.

In 1921, nos 157-163 were occupied by Zmood & Co. (General, Drapers, Manufacturers & Importers), which were advertised as 'The Montague Stores' and promoted as 'The house of quality and cheapness'. In 1935, no.163 was in use by the Paramount Pram Factory with the other buildings being used for various purposes (Trethowan 2016:8).

The precinct is captured in a 1945 aerial photograph and 1969 photograph (refer below).
Aerial photograph, Dec. 1945. Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 21, Frame 58553

View from Park Towers, 1969, showing buildings in the precinct fronting City Road. Earlier buildings at 500-502 and 508-510 City Road are evident. Source: Port Phillip City Collection, sm2819

6.33.12  References


Allom Lovell, Port Melbourne Conservation Study Review, 1995


Biosis Pty Ltd, Fishermans Bend additional heritage place assessments, 2015.

Biosis Pty Ltd, Fishermans Bend Heritage Study, 2013

City of South Melbourne Rate Books (RB) 1855-1900, accessed via ancestry.com

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan nos. 493 & 497 (dated 1894)

Sands and McDougall’s Street Directories (SM)
6.33.13 Description

This precinct comprises a group of late nineteenth century and early twentieth century buildings, mostly commercial, situated around the intersection of City Road and Montague Street in South Melbourne.

Victorian

The Victorian era buildings in the precinct include the two storey shops, with upper level residences, at nos. 512 & 514, 516 & 518, 524-28 City Road and 163 Montague Street, and the former Nelson Hotel at 520-522 City Road.

The buildings from this period are similar in form materials, finishes and detailing - all are of masonry construction and are smooth rendered with upper levels that are often enlivened by cement-rendered ornament such as stringcourses, scrolls, corbels, moulded architraves, bracketed cornices, and solid parapets with pediments. Windows are universally double-hung sashes. Some also retain brick and rendered chimneys. No original Victorian shopfronts survive, but some retain early twentieth century shopfronts.

<table>
<thead>
<tr>
<th>Description</th>
<th>Image</th>
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<tbody>
<tr>
<td><strong>512 &amp; 514 City Road</strong>&lt;br&gt;Built 1890-91 (RB). Pair of two storey shops with rendered facades and decorative elements (above windows, parapets). The upper façades are divided into narrow bays by pilasters and the windows have flat entablatures resting on scrolls. The shopfront to 512 has been altered, while 514 retains an elaborate early 20th century shopfront with recessed entry, tiling to stall-boards, decorative glass to highlight, and window framing manufactured by 'Duff'.</td>
<td><img src="image" alt="No. 512" />  <img src="image" alt="No. 514, shopfront" /></td>
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516 & 518 City Road

Built by 1895, possibly as early as 1880

Pair of two storey shops with relatively plain first floor façades except for cornice.

The shopfront to 516 is altered, while 518 retains an early 20th century shopfront with recessed entry and tiling (some painted over).

520-522 City Road, former Nelson Hotel.

Built 1867-68 (RB), altered and expanded in 1927. Two storey Victorian period hotel with a splayed corner, but featuring prominent Interwar alterations with restrained classical detailing. The walls are rendered with tiling to the lower part. The 1927 makeover has resulted in a Stripped Classical appearance to the parapet, which features stepped pediments with recessed panels and discs above what may be the nineteenth century cornice. The corner pediment has the renovation date in raised numbers. Windows are timber with some on the first floor retaining the original six-pane upper sash, with larger almost square windows to the ground floor bar. There are Interwar label moulds over all the openings. Other details include the rendered band at mid-wall height with ‘Hotel Nelson’ in raised letters on both facades, and the tiled dado across the City Road elevation that returns partly along Montague Street.
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<tr>
<td><strong>524-528 City Road</strong>&lt;br&gt;Built 1887-1888 (RB) with some later Interwar alterations. Group of 3 two storey shops with chamfered corner. The rendered façade is divided by pilasters with Corinthian-like capitals. There are arched windows to the upper floor. Later Interwar details include Art Deco/Moderne style elements, including the parapet which is stepped at the corner and features diagonal metal numbering (‘524’), and on the Montague Street side, the first floor projecting bay with curved corners and the horizontal mouldings between the floors. At ground floor, the Interwar period shopfronts have ‘Duff’ branded frames and feature stepped motifs at the corner of the doors and windows. There are decorative metal vent covers at the base of the walls. Original rear parts of the buildings survive and are visible from the rear lane. The brick chimneys are now rendered and feature three bands towards the top. Also at the rear, on the Montague Street boundary, is an unusual clinker brick wall (probably Interwar) with a dog-tooth band and projecting diaper pattern.</td>
<td>![Image]</td>
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<tr>
<td><strong>163 Montague Street</strong>&lt;br&gt;Built 1890-91 (RB)&lt;br&gt;Two storey Victorian period building, rendered with decorative elements. The façade features hood mouldings, frieze, brackets, and panelled parapet, and was possibly partly remodelled circa 1920 (parapet) to integrate with the adjacent shops at nos 157-161. Probably urn and scroll ornaments have been removed. The roof is hipped and there is a chimney. At ground floor the arched residential entry survives and the original timber panelled door. There is a modern plate glass shop front.</td>
<td>![Image]</td>
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Federation

The Federation era buildings in the precinct include the shops (with upper level residences) at 496 & 498, 532, 534, 536 & 538 City Road, and the house at 506 City Road.

These buildings have a similar form and detailing as those of the preceding Victorian period. Window types to the upper floors of the shops are tripartite casements with highlights, resulting in a larger opening.

<table>
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<tr>
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<tbody>
<tr>
<td>496 &amp; 498 City Road</td>
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<td>Built c.1900-05.</td>
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| A pair of largely intact, two storey shops typical of the Federation period. The upper facades are rendered and retain the original triple casement windows with coloured toplights, which are framed by label moulds. The parapets are embellished with square pediments that contain a circular motif above a line and are flanked by scrolls, and at the base there are cornices set between vermiculated consoles. No. 496 has the name 'Nightingale' in raised lettering on the parapet. The end walls are expressed as pilasters that extend above the parapet and have pyramidal tops. The return walls are face brick (overpainted).
| The ground floor shopfronts appear to be original with some modifications. Original elements include recessed entrances, bullnose brickwork, shop window frames (the frame to no. 496 has a copper finish), remnant tuckpointing, pressed metal panels above doors, and battered stallboards. Sections of brick wall have been overpainted. |
**506 City Road**

Built 1914.

Single storey brick residence with Arts and Crafts influences, featuring a prominent gable end with rising sun motif and console brackets. The hip roof is clad in corrugated sheet metal and there are two red brick chimneys with rendered tops and caps and terracotta pots. The likely red brick walls have been overpainted and retain remnant tuckpointing. The verandah has original tiling to the deck, cast iron post and frieze, and exposed rafter ends. The balustrade is mid-twentieth century. There is a bay window with likely timber windows. The entrance is recessed and has a timber door (two panelled with upper glass panel) and decorative sidelight and toplight.

**532, 534, 536 & 538 City Road**

Built by 1910 (SM)

Row of 4 two storey shops. The upper level is largely intact and features original elements characteristic of the Federation period - face brick (probably red, now painted, rendered to no. 532) with rendered elements (band, frieze, parapet, Queen Anne sills), casement windows (largely retained). There is some Victorian detailing also such as the brackets with vermiculated panels, urns, and the scroll brackets to the parapet. Altered ground floor shopfronts. A central door provides access to upper level residences.

**Interwar**

The Interwar era buildings in the precinct include the single storey shops at 540-542 and 544-546 City Road, 151, 153 & 155 and 157-161 Montague Street. All of the Interwar examples in the precinct are single storey and most have relatively plain parapets.
Also during the Interwar period, the two Victorian era corner buildings (the former Nelson Hotel and the shops at 524-528 City Road) were partly remodelled.

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<td><strong>540-542 City Road</strong></td>
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<tr>
<td>Probably Interwar (or mid-20th century)</td>
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<tr>
<td>Single storey shop with stepped parapet (partly obscured) characteristic of the Interwar period. Ground floor shopfront has been altered. Rendered though possibly face brick originally.</td>
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<td><strong>544-546 City Road</strong></td>
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<tr>
<td>Single storey paired shops with wide brick parapet with rendered panels. A pier divides the façade into two parts. The shopfront is largely intact with timber window frames and doors, and rendered stallboard with vents.</td>
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<td><img src="image2.jpg" alt="Image" /></td>
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<tr>
<td><strong>151 Montague Street</strong></td>
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<tr>
<td>1920s</td>
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<tr>
<td>Single storey shop.</td>
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<td>Wide decorative parapet with central pediment, large keystones, central panel, roughcast render and dentillation. The shopfront is recent.</td>
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153 & 155 Montague Street
1930s
Single storey paired shops. Brick parapet (now painted) with plain divisions typical of period.
The ground floor shopfront partly intact with stallboard but with later aluminium-framed openings.

157-161 Montague Street
Built c.1920.
Group of 3 single storey shops with curved rendered parapet and pilasters with brackets. The roof is clad in corrugated sheet metal and is comprised of a transverse gable (visible) at the front with sawtooth sections at the rear. The two northern shops have modern plate glass shopfront windows and the southern shop facade has a full width roller door.

Streets and Lanes
The streets have basalt kerbs and channels and there are nineteenth century pitched basalt lanes with central one-pitcher drain between the Hotel Nelson and 163 Montague Street (that returns along the rear of the Montague street shops) and at the rear of 524-28 City Road.

6.33.14 Comparative Analysis
This group of buildings comprises the largest relatively intact group of surviving commercial and residential buildings dating from the late nineteenth and early twentieth century in the former Montague area, which was a distinctive neighbourhood within the former City of South Melbourne. The buildings are notable surviving elements of the commercial periphery of the former Montague neighbourhood, the fabric of which has been almost entirely eradicated through slum clearance and industrial and commercial redevelopment from the early 20th century onwards.

6.33.15 Statement of Significance
What is significant?
The Montague Commercial Precinct, comprising 496-546 City Road and 151-163 Montague Street, South Melbourne is significant. This small precinct comprises a group of late nineteenth century and early twentieth century buildings (encompassing the Victorian, Federation and Interwar periods) situated around the intersection of City Road and Montague Street in South Melbourne. The
buildings mostly comprise two storey buildings originally constructed as shops and residences, and single storey shops. There is also a former hotel and a house.

The two storey Victorian and Federation era former shops and residences are similar in form materials, finishes and detailing. All are of masonry construction and are smooth rendered with upper levels that are often enlivened by cement-rendered ornament. Some retain early or original shopfronts (Nos. 496, 498, 514, 518, 524-28, 544-546 City Road). The Interwar period shops are all single storey and masonry. The former Hotel Nelson is a typical corner hotel with a splayed corner entrance and later Interwar alterations with restrained classical detailing. The only house in the precinct at 506 City Road is a single fronted terrace with a hip roof and a projecting gabled bay in the Queen Anne style with some Victorian detailing.

The streets have basalt kerbs and channels and there are nineteenth century pitched basalt lanes with central one-pitcher drain between the Hotel Nelson and 163 Montague Street and at the rear of 153-161 Montague Street and 524-28 City Road.

The buildings at 496 & 498 (shops & residences), 506 (house), 512 & 514 (shops & residences), 516 & 518 (shops & residences), 520-522 (former Hotel Nelson), 524-528 (shops & residences), 532 & 534 & 536 & 538 (shops & residences), 544-546 (shops) City Road and 151 (shop), 163 (shop & residence) Montague Street, and the basalt kerb and channel and laneways are Significant to the precinct.

The buildings at 540-542 (shop) City Road and 153 & 155 (shops), 157-161 (shops) Montague Street are Contributory to the precinct.

The buildings at 500-502, 508-510 and 530 City Road are Non-Contributory.

**How is it significant?**

The Montague Commercial Precinct of local historical, aesthetic, representative and social significance to the City of Port Phillip.

**Why is it significant?**

The Montague Commercial Precinct is historically significant as a remnant of the former Montague neighbourhood, home to a tight knit working class community since the 1860s/70s, which was designated a slum by authorities and otherwise almost entirely demolished and replaced with industrial and commercial buildings from the early 20th century onwards. It is reflective of the earlier finer subdivision pattern in Montague, which has changed due to the redevelopment of land for industry during the mid-20th century. The precinct also includes a house dating to 1914, one of few surviving in the Montague area. As such, the precinct is associated with a now disappeared aspect of South Melbourne’s history. (Criteria A & B)

The precinct is significant as a representative and largely intact example of a typical small local commercial centre surrounding an intersection and on a former tram route. The precinct is defined by two prominent corner buildings, the former Hotel Nelson at 520-522 City Road and the shops and residences at 524-528 City Road. It is also distinctive within the Montague area as a remnant group of late nineteenth and early twentieth century buildings, encompassing the late Victorian, Federation and Interwar periods, in an area that has otherwise been redeveloped. In addition, several early 20th century shopfronts survive. (Criteria D & E)

**6.33.16 Recommendations**

Include the Montague Commercial Precinct within the heritage overlay.