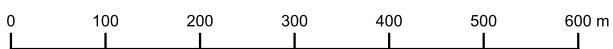


Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 1 of 9

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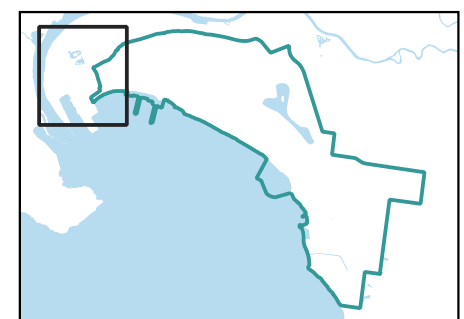
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Current

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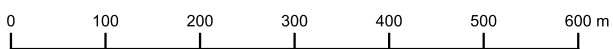
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Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 2 of 9

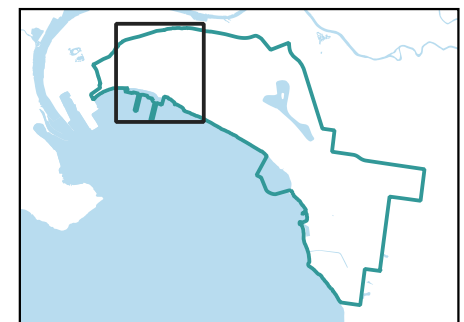
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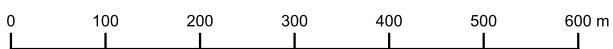
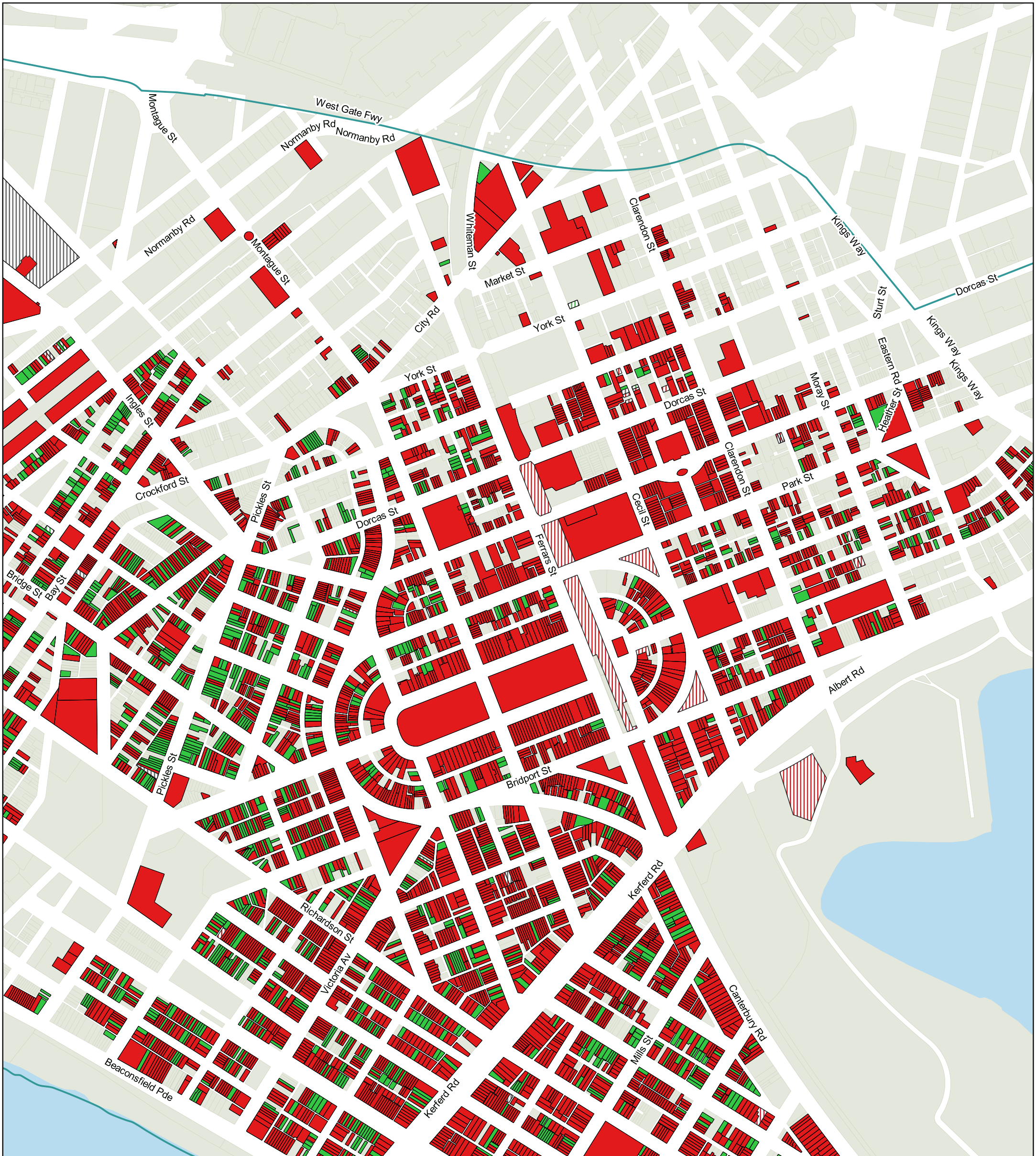
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 3 of 9

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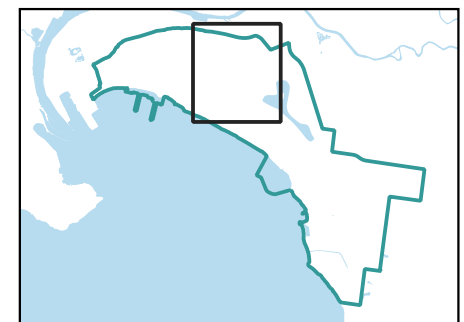
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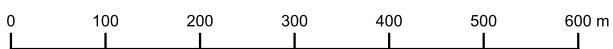
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Map 4 of 9

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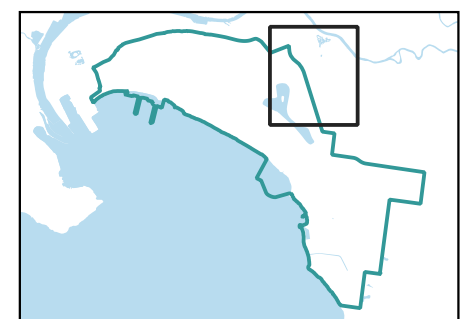
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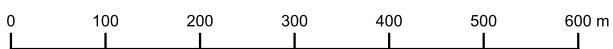
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Map 5 of 9

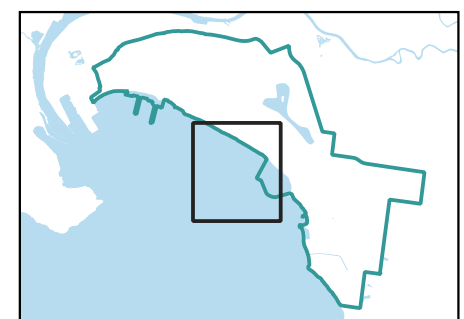
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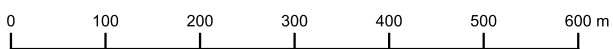
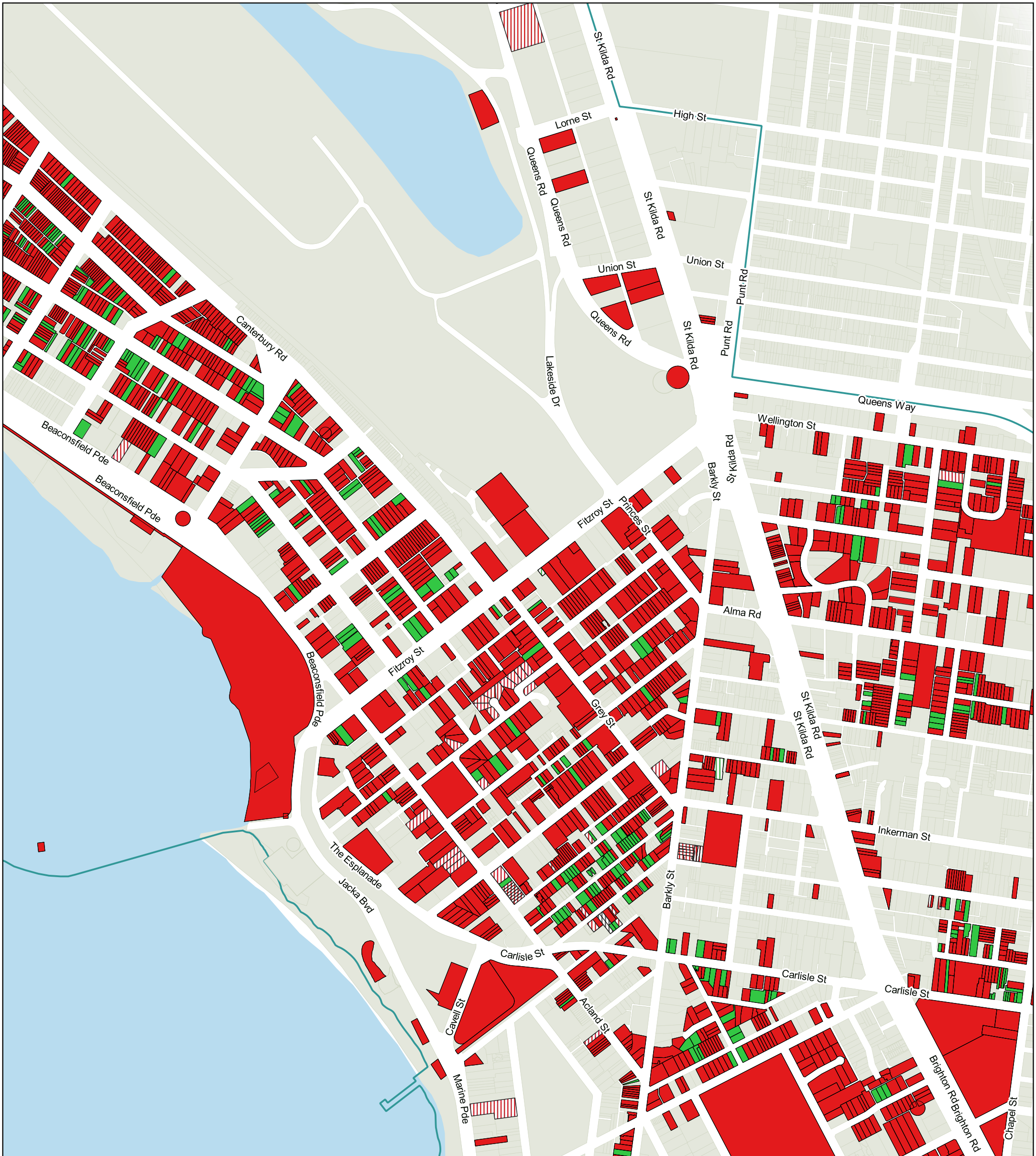
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 6 of 9

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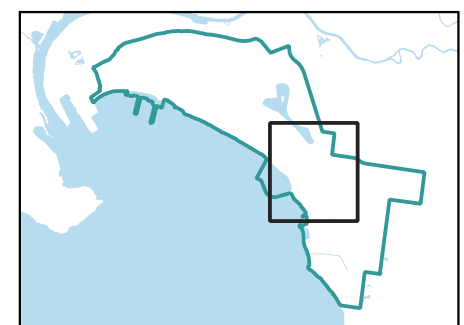
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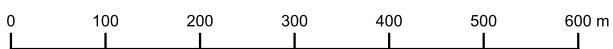
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 7 of 9

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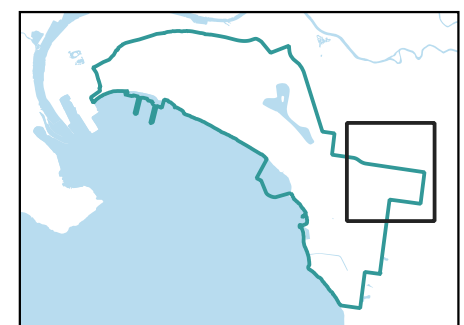
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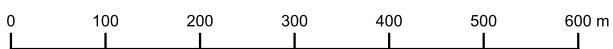
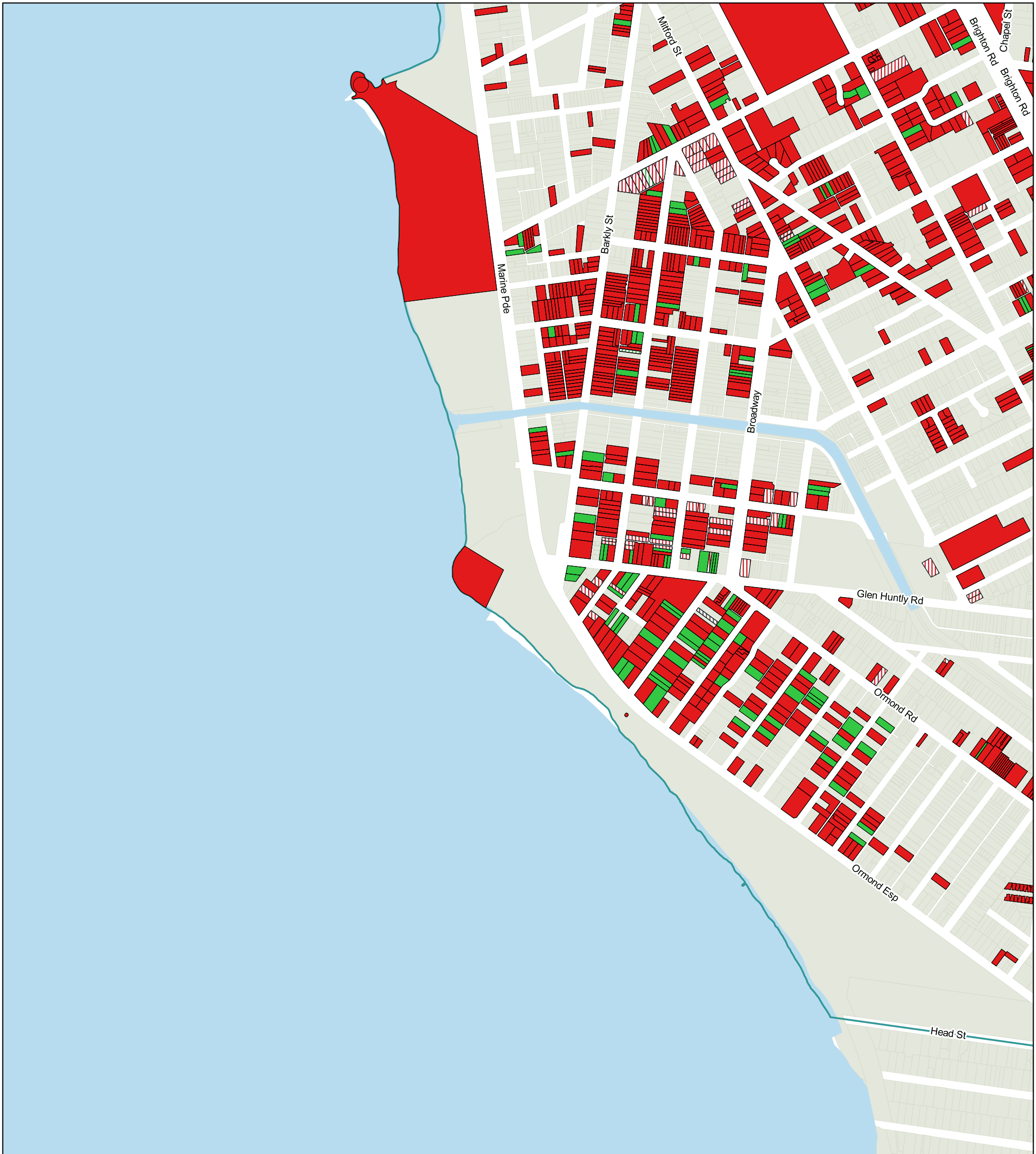
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 8 of 9

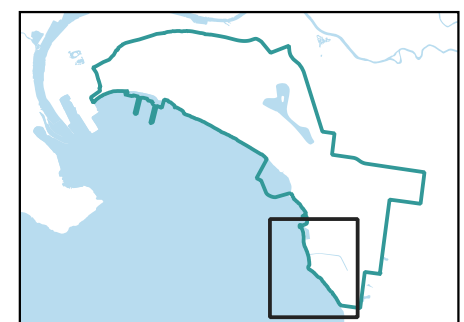
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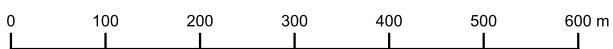
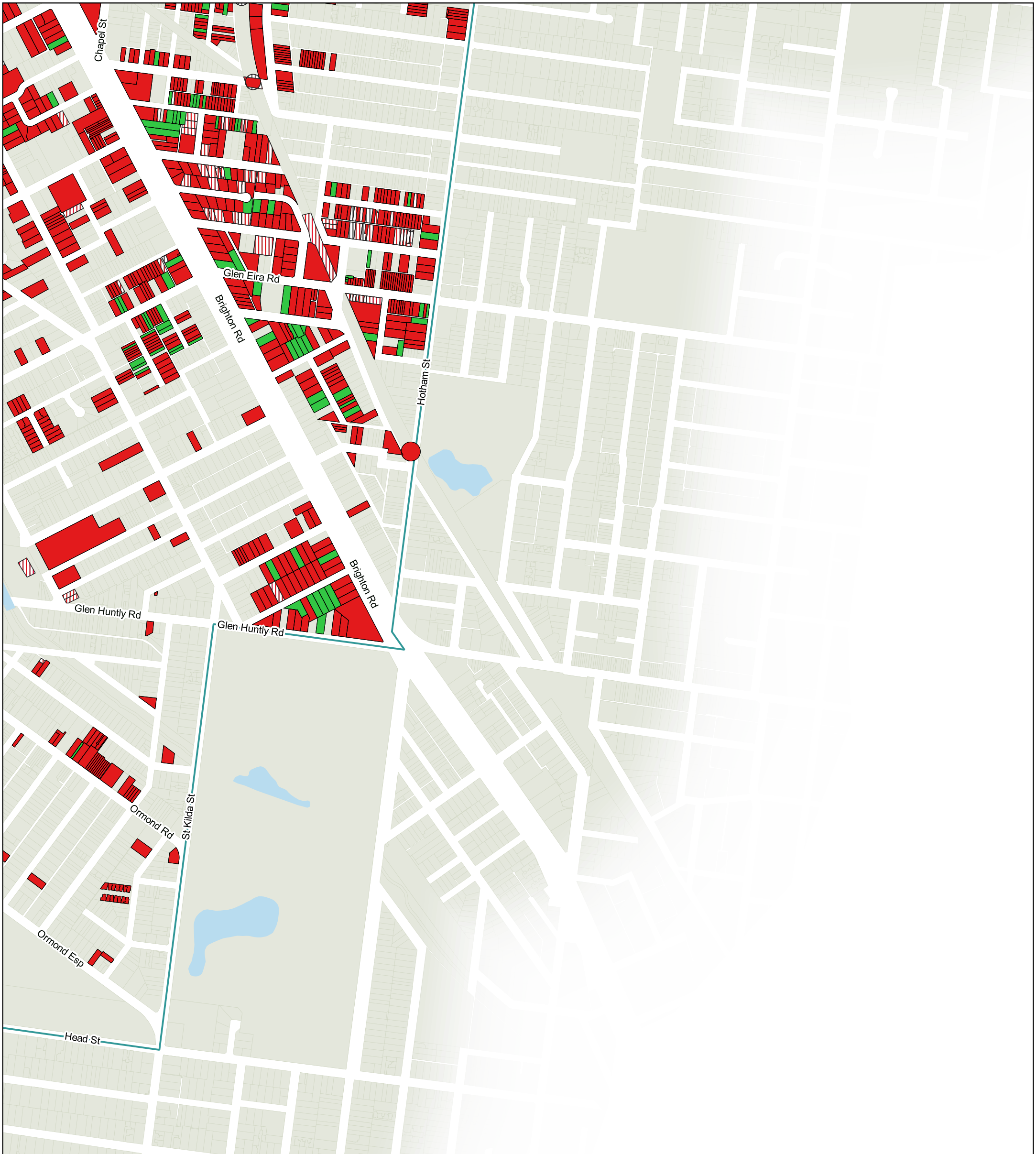
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Heritage Policy Map (Incorporated Document)



Map 9 of 9

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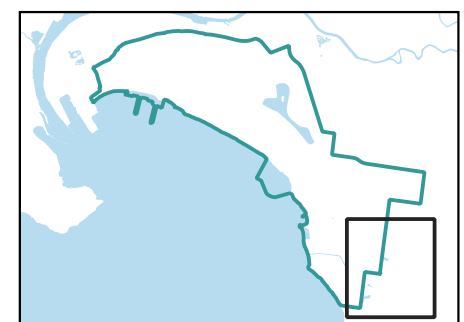
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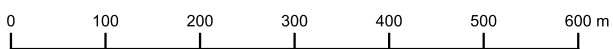
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Neighbourhood Character Map (Incorporated Document)



Map 1 of 9

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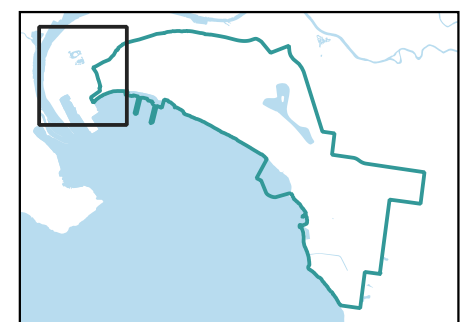
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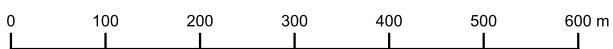
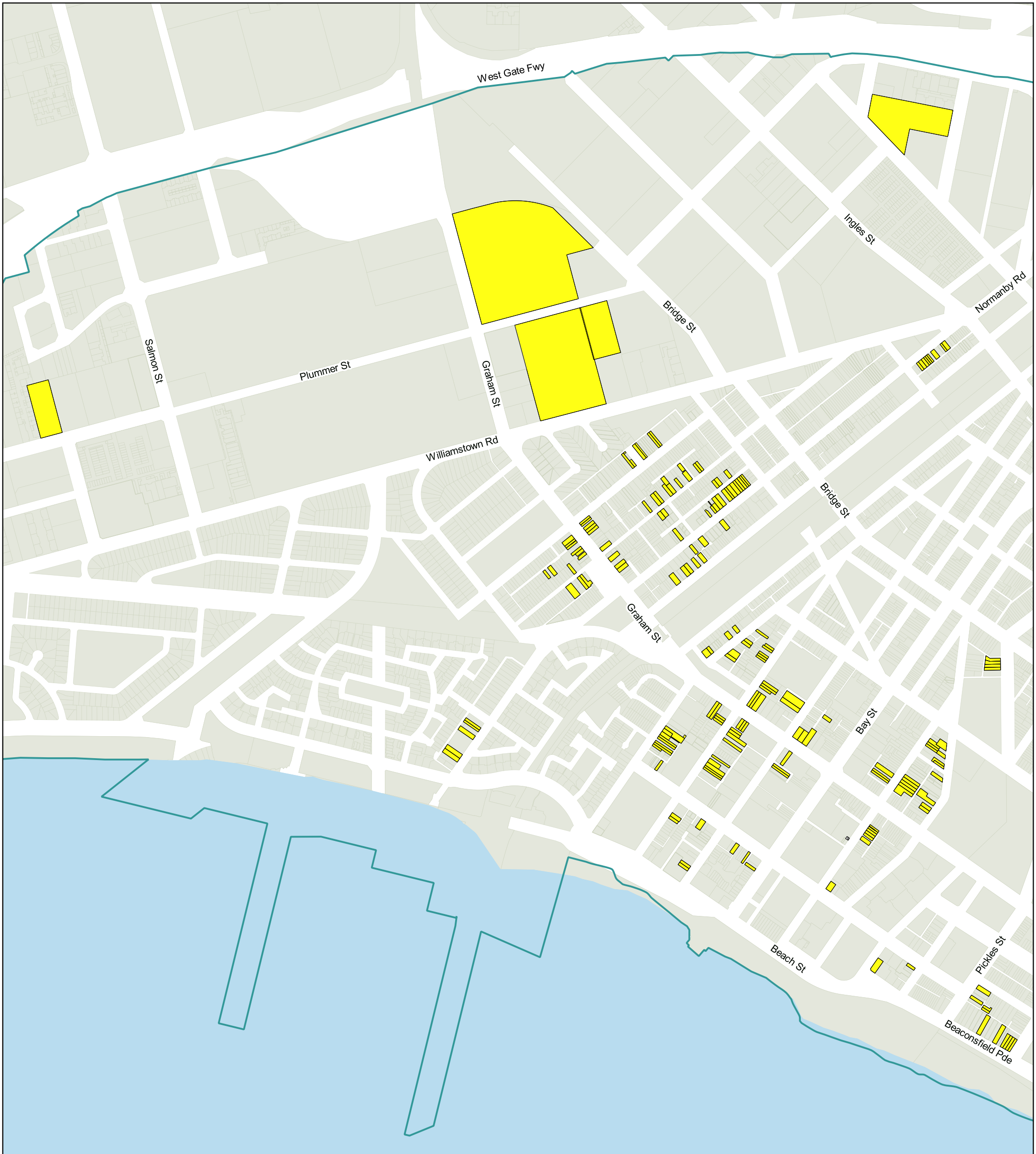
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

Proposed Changes to the City of Port Phillip Neighbourhood Character Map (Incorporated Document)



Map 2 of 9

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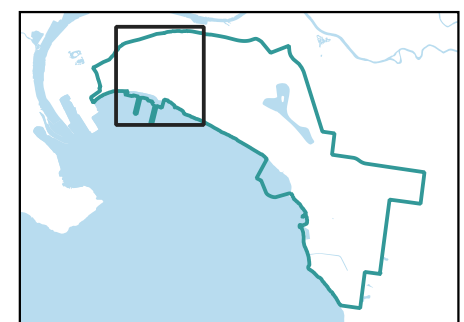
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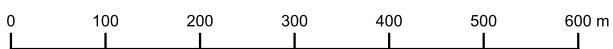
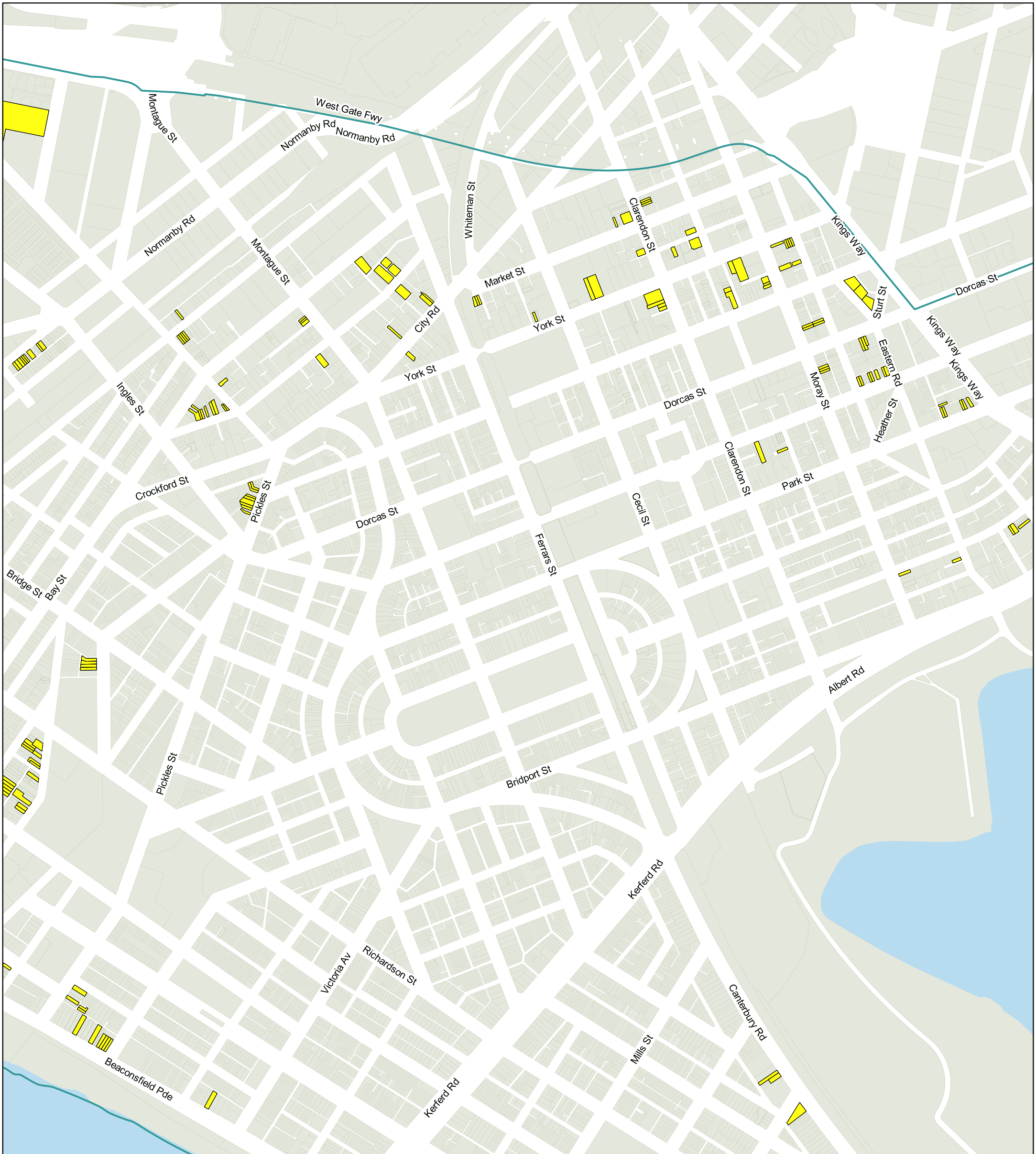
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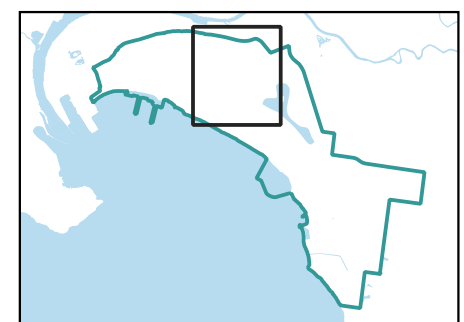
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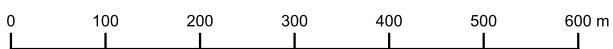
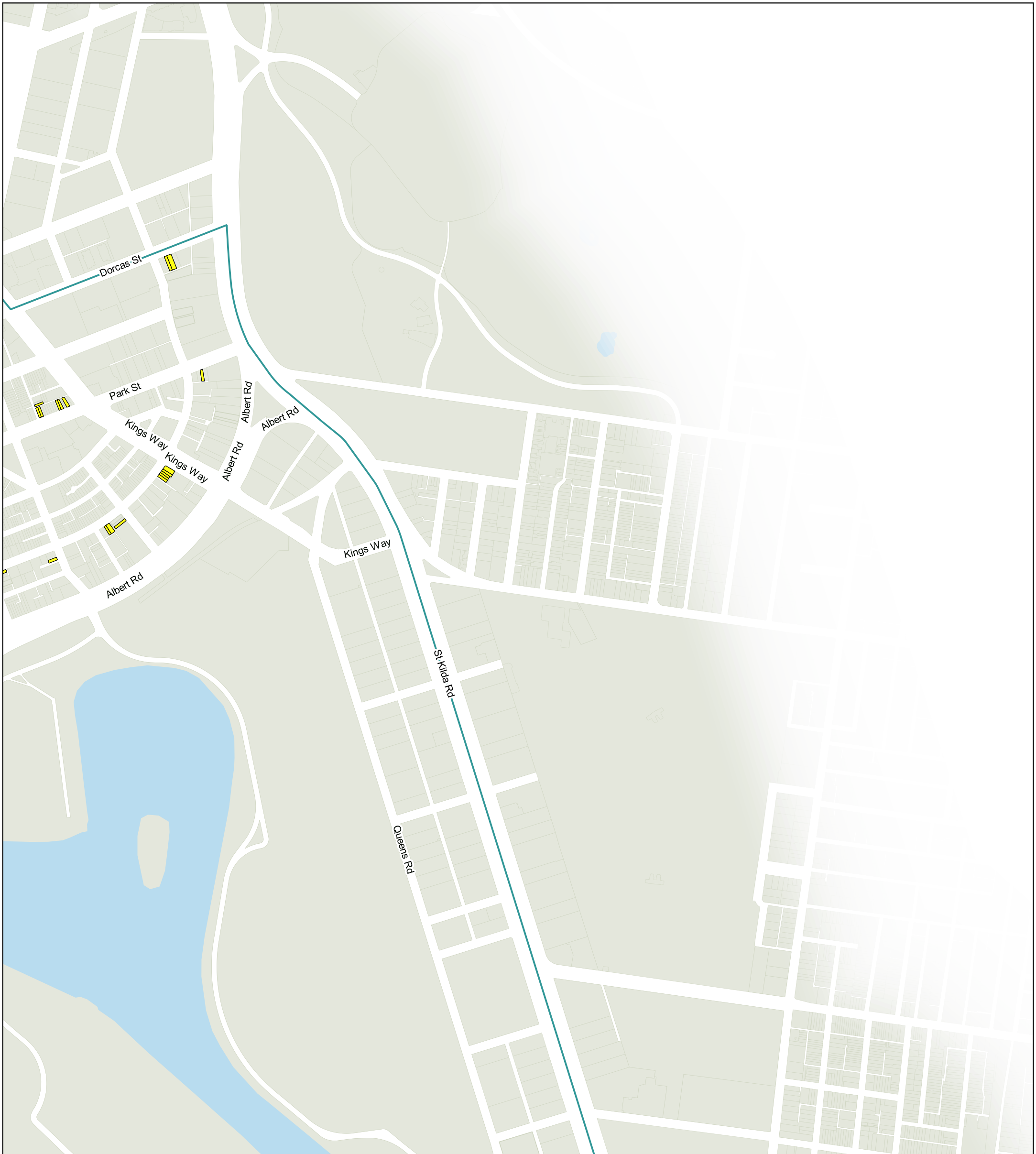
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Amendment C161port Pt2port (Part 2) to the Port Phillip Planning Scheme

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Map 4 of 9

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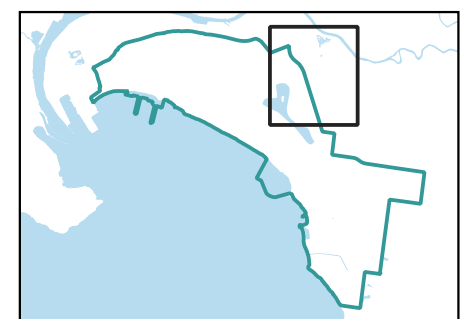
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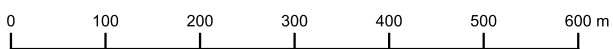
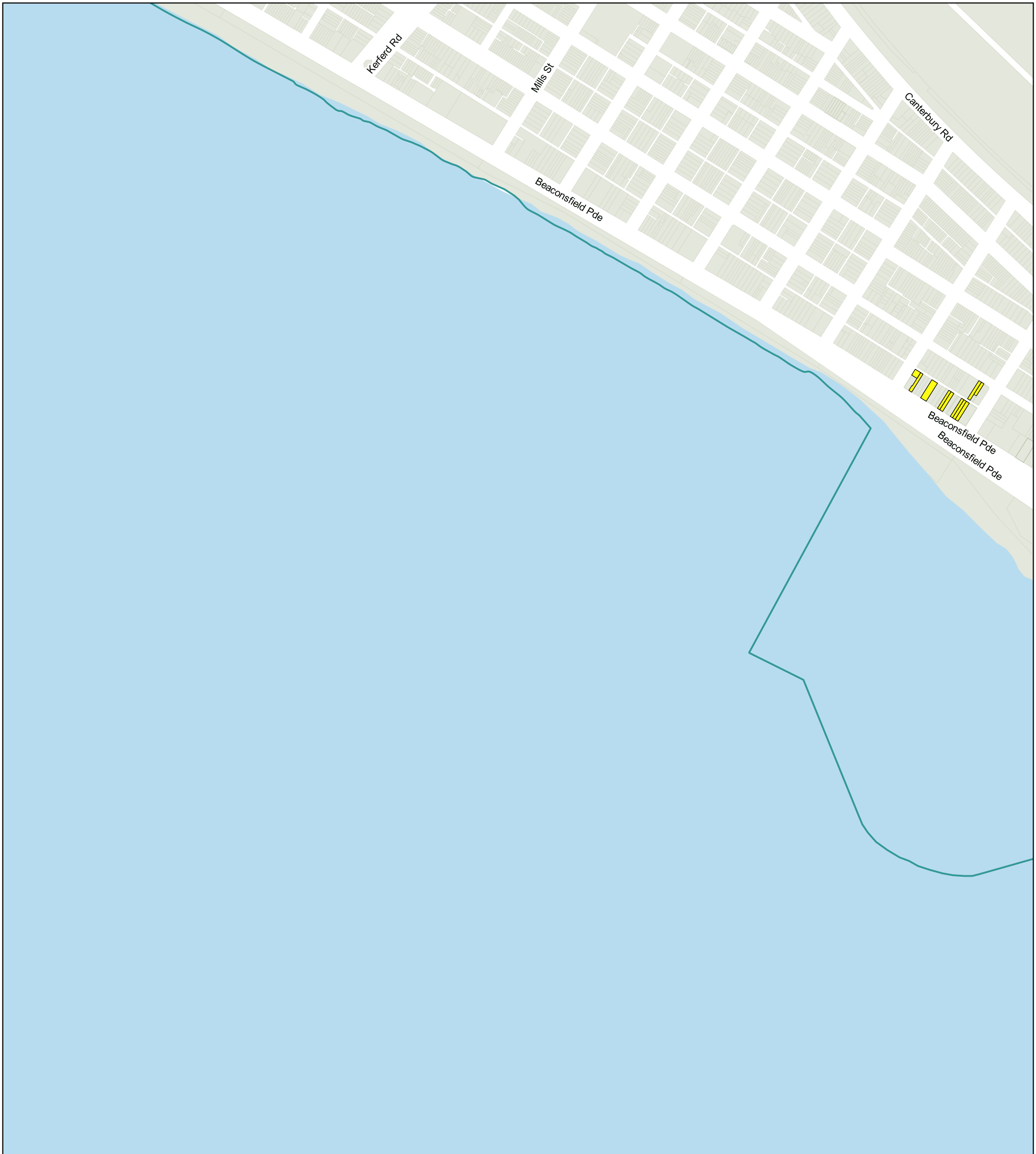
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Map 5 of 9


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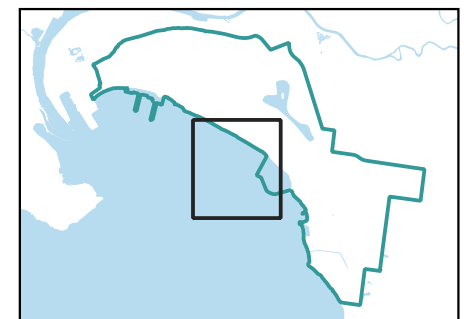
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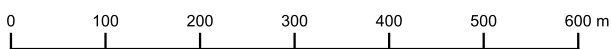
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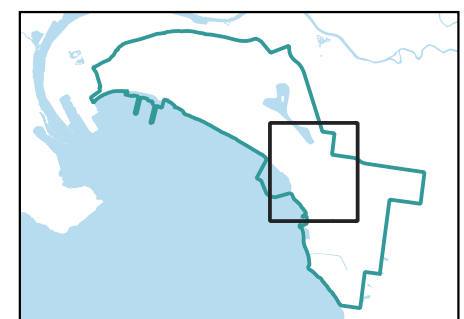
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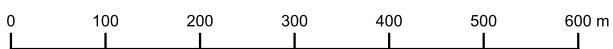
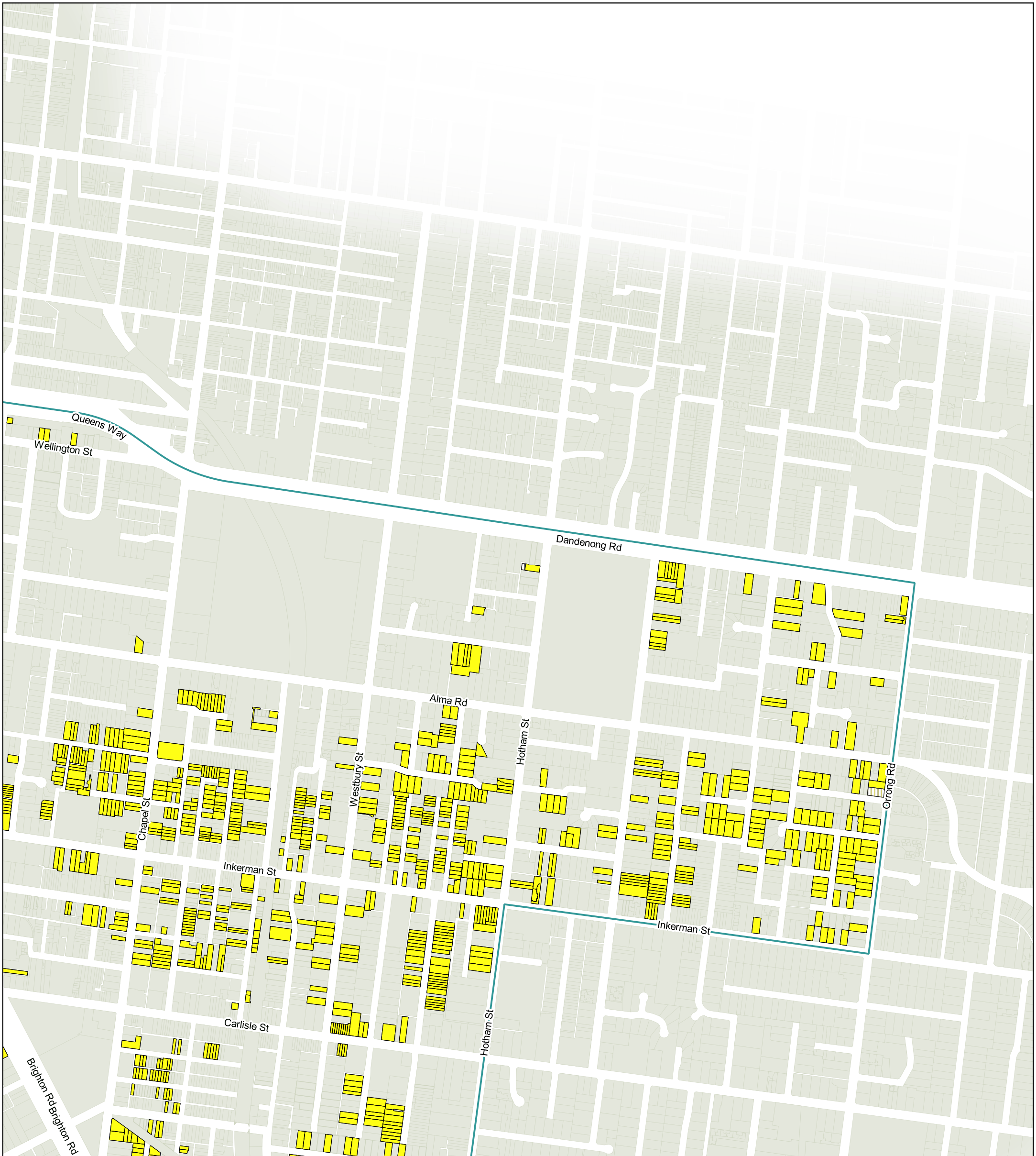
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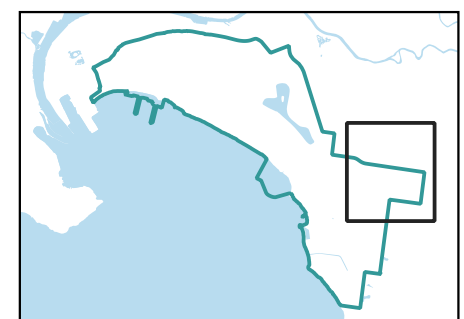
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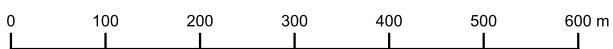
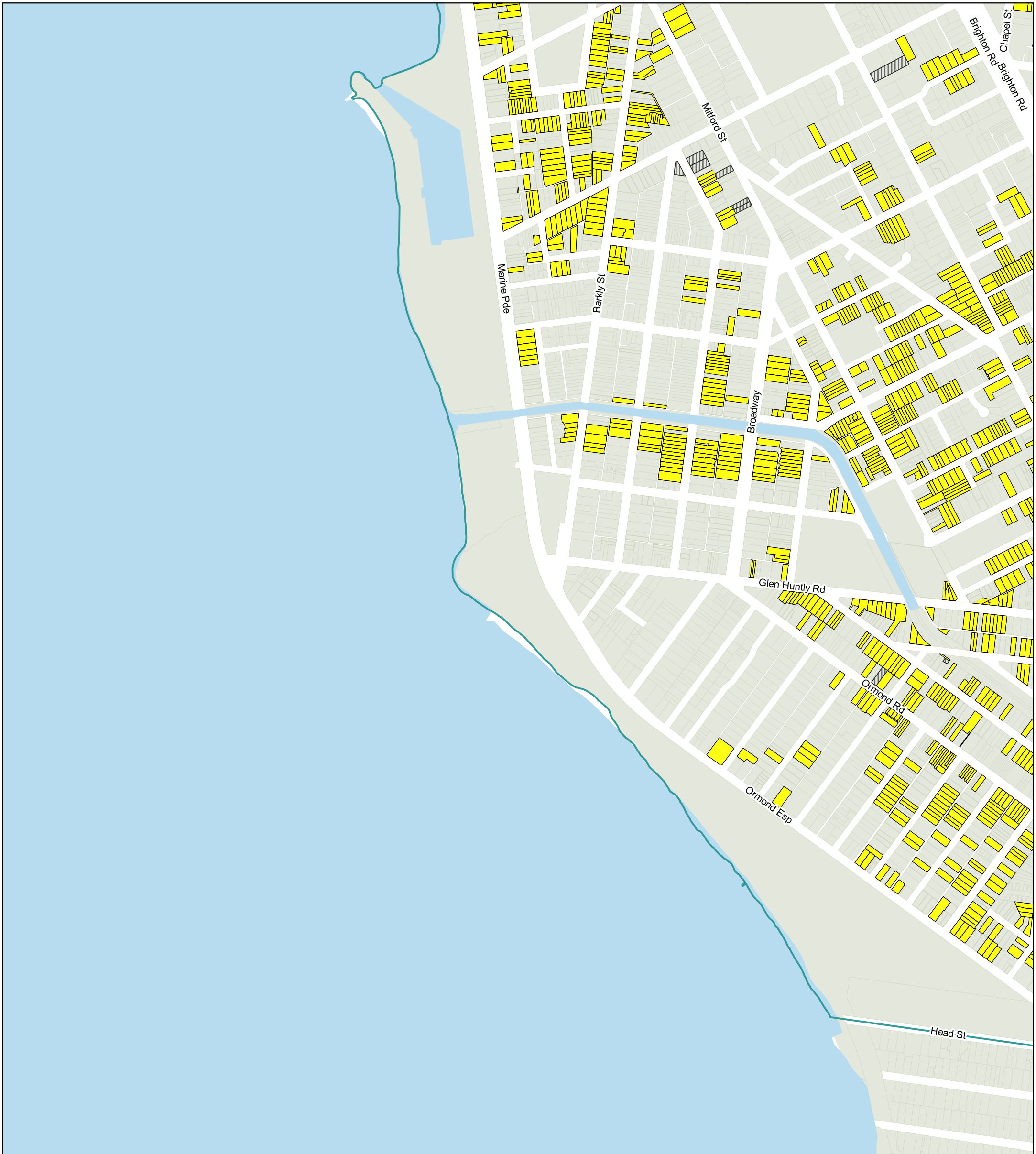
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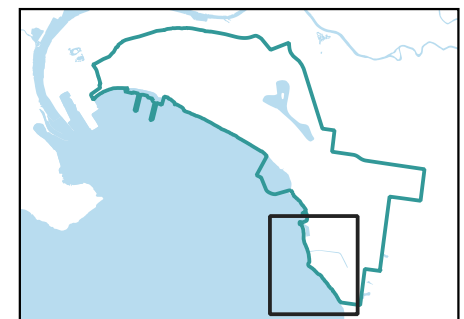
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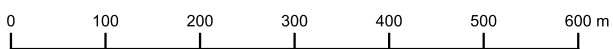
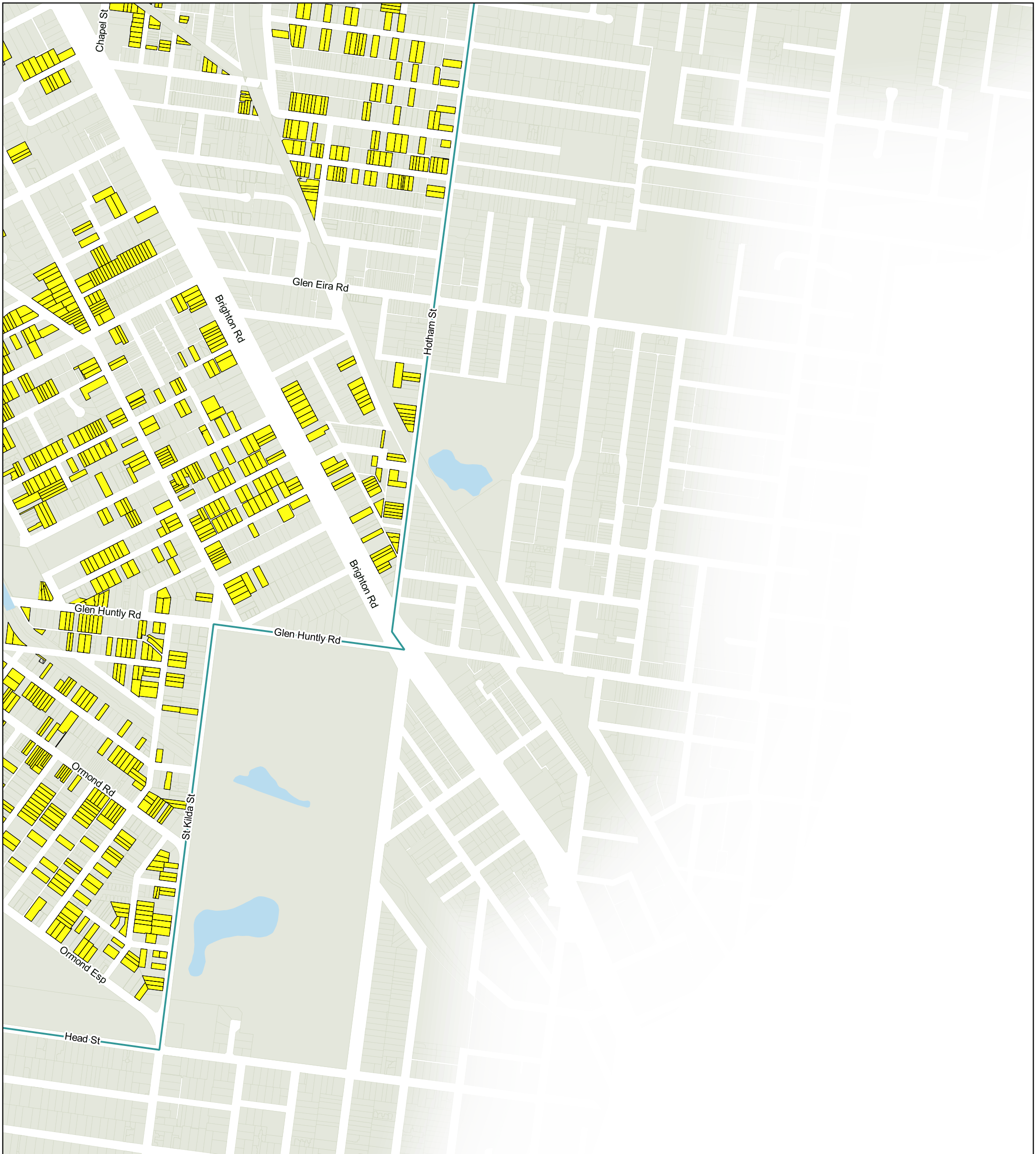
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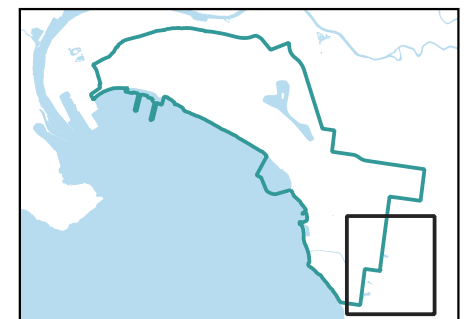
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58, 59 & 60 QUEENS ROAD
MELBOURNE

HERITAGE ASSESSMENT

PETER ANDREW BARRETT

NOVEMBER 2017

PREAMBLE

The subject site is situated at the southwest corner of Queens Road and Beatrice Street, Melbourne. Queens Lane forms the east boundary of this site. Upon this site is a complex of three blocks of flats built in the early 1940s, which are within a landscape setting. These flats are *Glen Eagles* (No 58), *Kinross* (No 59) and *Kinfauns* (No 60).

The site is within the City of Port Phillip, and is not currently subject to heritage controls in the *Port Phillip Planning Scheme*. It has, however, been identified in the 'Port Phillip Heritage Review' as a place of aesthetic and historic values to the City of Port Phillip, and is recognised in that heritage study to be a place of Local Significance.¹

The City of Port Phillip has commissioned this report. Its purpose is to assess the site's heritage values, and to determine whether site-specific heritage controls should be applied to this site in the *Port Phillip Planning Scheme*.

This heritage assessment is undertaken by Peter Andrew Barrett, architectural historian and heritage consultant. The preparation of this report was greatly assisted by the input of David Helms, Heritage Advisor to the City of Port Phillip; and research assistance by Brian Tseng

An aerial view of the subject site, which is at the corner of Queens Road (noted on image as Princes Highway) and Beatrice Street, Melbourne. (Source of image: Google Imagery 2017).



1 Andrew Ward, 'Port Phillip Heritage Review', volume 5, version 21, Citation 2226, March 2017.

METHODOLOGY

This heritage assessment is prepared with regard to the Australia ICOMOS *Burra Charter* (2013), which is the standard of heritage practice in Australia.

In assessing the cultural significance of this site, it is assessed against the criteria for the assessment of places and objects adopted by the Heritage Council of Victoria (HERCON Criteria).

This heritage assessment is also prepared with reference to the heritage policies within the *Port Phillip Planning Scheme*.

The site contains a number of buildings and landscape elements. Where compass bearings are used to describe the location of an element, 'assumed north' is used. In this respect, the Queens Road frontage of the site is the west boundary, Beatrice Street the north boundary, Queens Lane the east boundary, and the shared side boundary is the south boundary.

The subject site contains three blocks of flats, *Glen Eagles*, *Kinross* and *Kinfauns*. *Glen Eagles* contains on its ground floor, at its rear, a shop. Along the Queens Lane boundary there are 23 single-car garages, as well as covered vehicle parking elsewhere on the site. These buildings are situated within a landscaped setting. The term 'complex' is used to describe as a sum all of the buildings and landscape elements on this site. Where a specific element is discussed, it will be referred to by its proper or common name eg *Kinfauns* or garages.

Queens Road was originally named Queens Terrace. This report uses its existing name, Queens Road, apart from when the earlier name is quoted in historical dialogue.

Primary and secondary documentary sources have been reviewed in the course of preparing this report. Where information from these sources has been used in writing this report, it is referenced in footnotes. At the end of this report is a Bibliography of all historical sources reviewed.

The site was inspected from the public realm. Real estate advertising has provided some photographic evidence of the interior of some flats in recent years. The source of this real estate advertising is also noted in footnotes.

HISTORY

Prior to European settlement of the Port Phillip District of New South Wales, Aboriginal people lived on the land in and around Melbourne for at least 40,000 years. The Yalukut Weelam clan of the Boon Wurrung, are the traditional owners of this land.² They adapted to climatic changes that altered their landscape, and for at least 1600 generations lived in harmony with their environment without impacting upon its landscape and ecosystems.³

Permanent European settlement of Port Phillip began in the 1830s, and by the 1850s a track followed the eastern edge of the Albert Park Swamp, close to today's Queens Road. It was this track in fine weather, rather than St Kilda Road, that was the preferred route to St Kilda from the city. Queens Terrace, later renamed Queens Road, was created in 1875, when the Government sold the land in St Kilda Road abutting the Albert Park Reserve.⁴ The subject site is allotments 16 (No 60), 17 (No 59) and 18 (No 58) of Section U of this Government subdivision.⁵ Beatrice Street, as with nearby Arthur, Leopold and Louise streets, appears to have been named after the four youngest children of H.R.H. Queen Victoria (1819-1901).

Little development had occurred in this section of Queens Road by the end of the nineteenth century. An MMBW Detail Plan of 1897, shows only two houses on the east side of Queens Road between Beatrice and Lorne Streets (formerly Fraser Street). One of these houses was *Kinfauns*, which occupied the site of the existing flats on this site of the same name. The other house shown on the plan in this block of Queens Road is *Foyle*, situated south of the subject site.⁶ *Kinfauns* is described in an auction notice as a two-storey brick house.⁷ Sometime after 1897 another house, *Wandook*, was built on the subject site between *Kinfauns* and Beatrice Street. *Kinfauns* occupied allotment 16, and *Wandook* allotments 17 and 18 of the previously described subdivision.

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- 2 The Victorian Aboriginal Corporation for Languages revised the spelling from Yalukit Willam to Yalukut Weelam in August 2017. City of Port Phillip, website: https://heritage.portphillip.vic.gov.au/Aboriginal_heritage/Yalukit_WillamThe_River_People_of_Port_Phillip, retrieved 18 September 2017. Meyer Eidelson, *Yalukit Willam. The River People of Port Phillip*, p 8.
 - 3 Gary Presland, *First People. The Eastern Kulin of Melbourne, Port Phillip and Central Victoria*, p 8.
 - 4 Max Lay, *Melbourne Miles. The Story of Melbourne's Roads*, p 173.
 - 5 Department of Lands & Survey, subdivision plan titled 'Building Allotments Fronting The Brighton Road, Queens Terrace and Fitzroy Street, Parish of South Melbourne', dated 1875.
 - 6 MMBW Detail Plan, 'City of South Melbourne, No 646' dated 1897.
 - 7 *Age*, 16 March 1940, p 2.

In 1940 both *Wandook* and *Kinfauns* were purchased by Margot O'Donohue and Frank Lynch, both solicitors of Camberwell. *Wandook* had been owned since 1931 by Leonard Edwin Pankhurst Moran, a merchant.⁸ *Kinfauns* had been owned since 1934 by Keith Grantham Halley, 'gentleman'.⁹ In August 1940 a 'large demolition sale' of fittings and fixtures of a 10-room house is advertised in the *Argus*, this advertisement notes that the sale is 'owing to the erection of modern flats' on this site.¹⁰

Margot O'Donohue, one of the developers of this complex of flats, also built at least one other block of flats in Queens Road. This other block was *Lenhurst* at the corner of Arthur Street (33 Queens Road) and it was completed in 1936.¹¹ Another block, *Monterey*, built in c1940, may also have been a development of O'Donohue and Lynch, as the block shares a remarkable similarity in scale, composition and detailing to *Glen Eagles* (see also the Analysis section of this report). O'Donohue and Lynch's development firm traded under the name Arden Real Estate & Investment Company, which is shown as the client on architectural drawings and structural engineering drawings of the flats that are held by the City of Port Phillip.¹²

The architect/designer of the flats is not known, as they are not noted on the drawings of the flats,¹³ however the builder of the flats is noted as C Young.¹⁴ Approval of the works by the City of South Melbourne was staggered, and occurred in the following order:

No 60 *Kinfauns* – approved 18 September 1940
No 59 *Kinross* – approved 20 November 1940
No 58 *Glen Eagles* – approved 2 December 1940

Initially, *Glen Eagles* had 25 flats including a caretaker's residence. Soon after the works were approved for *Glen Eagles*, the drawings were amended, and the new drawings approved on 17 December 1940. These amended drawings omitted a caretaker's residence above the rear garages, which was replaced with an area for clothes drying. A two-storey addition with a separate hip roof was also added to the small return wing on the southwest corner, near Queens Road. This two-storey section contained two one-bedroom flats, bringing the total number of flats at this block to 26. *Kinfauns* and *Kinross* each had 18 flats. The balconies of the flats were enclosed with windows, creating a wintergarden-type arrangement.

8 Certificate of Title, vol 4467 fol 278.

9 Certificate of Title, vol 5955 fol 951.

10 *Argus*, 24 August 1940, p 15.

11 Andrew Ward, 'City of Port Phillip Heritage Review' volume 5, Citation No 2225.

12 A series of architectural plans and elevations of 58, 59 & 60 Queens Road, Melbourne, City of Port Phillip Rolled Plan File No RP000758B, held by the City of Port Phillip. K M Steel Products Limited, drawings of structural reinforced concrete details of 58, 59 & 60 Queens Road, Melbourne, City of Port Phillip Rolled Plan File No RP000758B, held by the City of Port Phillip.

13 Ibid.

14 Ibid.

The flats are built of a combination of load-bearing brick walls, and reinforced concrete slab floors. The roofs of the flats are built of a timber frame, and these are clad in glazed terracotta tiles.

As part of the 1940s works there were 13 garages, and these were set in an L-shaped arrangement to the south of *Glen Eagles*. Four of these garages were accessed directly from Queens Lane.¹⁵ Additional garages were added on the Queens Lane boundary, bringing the number to 23 that face this street. In 1972 covered car parking was built between *Kinross* and *Kinfauns*, and this was designed by the architectural firm Stephenson & Turner.¹⁶

In March 1941, *Kinfauns* was advertised as having 18 new flats to rent, and in September 1941 *Glen Eagles* was advertised as having new flats for rent.¹⁷ The earliest mention found of the other block of this three, *Kinross*, is in a death notice published in a Melbourne daily in April 1945.¹⁸ However, it is likely *Kinross* was also built around 1940-41, the same time as its mirrored image *Kinfauns*.

An aerial view of this portion of Queens Road in c1965, shows that the original landscaping of this complex of flats was less dense as it is today, and that lawns extended between *Kinross* and *Kinfauns*. This dense landscaping may have been added to conceal the car park that was built in the 1970s between *Kinross* and *Kinfauns*.

Margot O'Donohue owned a share of this complex until her death in 1976.¹⁹ Members of the O'Donohue family continued to own the site for at least another decade,²⁰ and in more recent times the flats are owned by multiple owners/residents in what seems to be a strata-title type arrangement.²¹ In 1982 minor works were carried out to address fire protection, and this included the replacement/installation of new windows in some stairwells. Two flats in *Glen Eagles* have been combined into one flat, and these works were designed by Geoffrey Woodfull architects. The café at the rear of *Glen Eagles* is relatively recent, as Port Phillip records show that this received planning approval in 1992.²²

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- 15 Ibid.
16 Stephenson & Turner, drawings of proposed covered car park, dated 1972, held by the City of Port Phillip.
17 *Argus*, 12 March 1941, p 12 and 27 September 1941, p 8.
18 *Age*, 30 April 1945, p 5.
19 Certificate of title, vol 8263 fol 755.
20 Certificate of title, vol 9645 fol 537.
21 www.realestate.com.au various listings.
22 Planning Permit No 1171/1992, issued 14 December 1992, City of Port Phillip Rolled Plan File No: RP000758B, held by the City of Port Phillip.

An aerial view of the south end of Queens Road in c1955. The subject site, visible at centre, formed a number of blocks of flats in this portion of Queens Road and St Kilda Road (Source of image: State Library of Victoria Picture Collection).



An aerial view of the south end of Queens Road in c1965. The subject site is visible at bottom left (Source of image: State Library of Victoria Picture Collection).



SITE DESCRIPTION

The subject site is situated at the southeast corner of Queens Road and Beatrice Street, Melbourne. Queens Lane forms the rear, east, boundary of the site. The Queens Road and Queens Lane frontages of the site are approximately 92 metres, and the Beatrice Street frontage is 76 metres. The subject site is relatively flat.

Built upon the subject site is a complex of three, three-storey, brick mid-twentieth century *Moderne* blocks of residential flats, and auxiliary buildings, within a landscaped setting. These blocks of flats are *Glen Eagles* (No 58), *Kinross* (No 59) and *Kinfauns* (No 60). The blocks of flats have a consistent setback from Queens Road behind a garden. The flats and gardens are obscured from view from Queens Road by a hedge that is grown behind a low rendered brick fence. This fence returns and extends along most of the Beatrice Street frontage.

Accessed from Queens Lane is a row of 23 single-car brick garages for residents of the complex. This row of garages is separated into two portions towards the centre by a drive that leads to car parking between *Kinfauns* and *Kinross*. Another drive further north in Queens Lane provides access to the vehicle parking to the south of *Glen Eagles*.

Glen Eagles

This block is situated at the north end of the site adjacent to Beatrice Street. The shallow setback from Beatrice Street is landscaped with a garden, except at its east end where it is paved in brick where it is used as an outdoor eating area for the shop on the ground floor of the building (adjacent to the Beatrice Street and Queens Lane intersection). This shop is not original, but part of works undertaken in c1992.

Glen Eagles has salmon coloured face brickwork, and a hip roof that is clad in glazed terracotta tiles. Plain tall chimneys are located in several places on the roof. The windows are steel frame casements, that are set within string course bands at cill and head levels. This horizontality is relieved on the Beatrice Street elevation by a projecting bay at the east end, and the vertical glazing of the stairwells. A relatively plain moulded rendered hood is above the entrance to each of these stairwells.

The detailing is similar on the Queens Road elevation, where there is another stairwell in a projecting bay. There is early metal signage with the name *Glen Eagles* on this projecting bay. Street numbering fixed to the wall below this signage is not original. On the Queens Road elevation, the base of the wall has manganese bricks.

Glen Eagles, 58 Queens Road, west elevation facing Queens Road. The other two blocks in this complex, Kinross and Kinfauns, are partially visible at right.



The rear of Glen Eagles and its ground floor shop, viewed from the corner of Beatrice Street and Queens Lane.



Kinross and Kinfauns

Kinross is situated towards the centre of the site, and *Kinfauns* adjacent to the south boundary. These two blocks are L-shaped, and are mirrored in terms of their siting. They also have the same detailing, which is slightly more elaborate than that of *Glen Eagles*. *Kinross and Kinfauns* have cream face brickwork on principal elevations, and, as is the practice on many flats in this area, a more austere (red) brick on the rear and other secondary elevations. The flats have hip and gable roofs clad in terracotta tiles.

As with *Glen Eagles*, the Queens Road elevations of both *Kinross and Kinfauns* have a manganese face brickwork at their bases, which contributes to a visual unity in the architectural character of all three blocks of flats. The windows on *Kinross and Kinfauns* are within slightly recessed horizontal bands. This, and the corner window detail on these blocks, demonstrate a slightly higher level of detailing than with *Glen Eagles*.

The Queens Road elevations of both *Kinross and Kinfauns* have a projecting bay of windows. There is also early steel signage with the name of each block fixed to the Queens Road elevations, and street numbering that is of later origin. The entrances to the blocks are located to their sides and towards the rear. The former landscape courtyard between *Kinross and Kinfauns* is now partially paved for vehicle parking, which has impacted upon the original character of this complex which was lawn. However, landscaping on the site conceals this from view from Queens Road and this has mitigated the visual impacts from this car park.

Kinross, 59 Queens Road, is situated towards the centre of the site.



Kinfauns, 60 Queens Road, which is situated at the south of the site.



The rear of Kinfauns and Kinross, viewed from Queens Lane. Visible in the foreground are the 23 single-car brick garages of the complex. The rear of Glen Eagles is partially visible at right.



ANALYSIS

Residential flats existed in Britain from the early 1800s. These early examples of flats were for the wealthy, and it was not until later in that century that the use of this housing type became more widespread.²³ On the European continent flats, known as apartments, evolved earlier as a housing type for the broader population. In Paris, one of the most recognisable legacies of Georges-Eugene Haussmann's re-design of that city from the 1850s is its six-storey apartment buildings that define the built form of many of its boulevards.

Initially in the United States of America apartments were, like Britain, for the wealthy. Early examples in New York City include The Dakota, of 1884, a large block of upmarket self-contained apartments. For others, tenements with shared facilities were the housing in New York City at this time. A significant growth in the population of New York City in the first couple of decades of the twentieth century, and the upward mobility of many of its immigrants, led to increased demand for apartments. The expectations of this growing middle-class was of self-contained apartments of moderate size, with baths and kitchens, and with good light and ventilation.²⁴

Australians had similar expectations to Americans as to what should be the basic standard for flats, and this would influence the design of flats that began to appear in Australian cities in the early twentieth century. Australia's earliest blocks of flats were in Sydney. Melbourne's first block of self-contained flats, *Melbourne Mansions*, was completed in 1906. Prior to this the closest housing type to flats were rooming or boarding houses, which had shared facilities for its residents. *Melbourne Mansions*, situated at 91-101 Collins Street, was built for David Syme, the proprietor of the *Age* newspaper, and it catered for a relatively affluent resident. The architect of *Melbourne Mansions* was Inskip and Butler.²⁵

The Canterbury at 236 Canterbury Road, St Kilda West, designed by the architectural firm H W & F B Tompkins, was built in 1914 and is believed to be the earliest example of self-contained flats remaining in Melbourne.²⁶

23 Terry Sawyer, 'Residential Flats in Melbourne. The development of a Building Type to 1950', p 1.

24 Richard Plunz, *A History of Housing in New York City*, p 123.

25 Terry Sawyer, 'Residential Flats in Melbourne. The development of a Building Type to 1950', pp 6 and 22.

26 St Kilda Historical Society, extract from Richard Peterson, 'A Place of Sensuous Resort: Buildings of St Kilda and Their People', titled 'The Canterbury', <http://www.skhs.org.au/SKHSbuildings/pdf%20files/21.pdf>, retrieved 14 November 2017.

Criticism and questioning of the suitability of flats for Australian cities continued until after World War I. As an alternative to flats, Melbourne architect, John Gawler, advocated bungalow courts, a housing style that had become popular in Los Angeles.²⁷ An example of a bungalow court, where residential units are sited around a small courtyard, is at 96 Grey Street, St Kilda.²⁸ The setting of blocks of flats in a landscaped setting became a common aspect of flat design, and this is seen at *Glen Eagles*, *Kinross* and *Kinfauns*, and with other flat developments of the inter-war and early Post-war periods.

Some of the criticism of flats included that they were unsuitable for children and detrimental to family life.²⁹ This criticism was mostly unjustified, as most flat developments were marketed for single people and/or smaller family units. Flats also provided a superior level of accommodation, and more privacy, than the more traditional accommodation for single people of boarding and rooming houses. One celebrated example of units for single people is Cairo in Nicholson Street, Fitzroy. It was completed in 1935-36, and provided a sophisticated level of functional Modernist design in its studio and one bedroom flats.³⁰

The architect of Cairo, Best Overend, was in the 1930s forging a name for himself as one of the city's leading architects. Best and Bernice Overend, early in their marriage, lived in a flat in the recently completed flat complex *Milton Hall* in St Kilda Road in 1938 (on the opposite side of Queen Lane from *Glen Eagles*).³¹ This demonstrates that by the 1930s much of stigma associated with flats, and with flat-living, had begun to abate; and that St Kilda Road and Queens Road with its increasing number of blocks of flats was becoming a desirable locale for the middle and professional classes.³²

Sites that attracted flat developers were close to public transport (often this being tram lines) and shops, and in areas with a fine character or atmosphere, and that afforded good views. Sites sort by property developers for flats included St Kilda, Elwood, South Yarra, and, as previously discussed, the city's fashionable boulevard St Kilda Road.³³ Queens Road, with all of the desirable attributes noted above, added with its fine views of Albert Park Lake, was also popular with flat developers in the Inter-war and Post-war periods. In 1935, Queens Road was described in one Melbourne newspaper as 'the perfect flat area'.³⁴

27 Ibid, pp 14-15.
28 Ibid, p 15.
29 Ibid, p 12.
30 Philip Goad, *Melbourne Architecture*, p 142.
31 *Table Talk*, 8 December 1938, p 14. *Argus*, 17 December 1938, p 11.
32 *Milton Hall* has since been demolished.
33 Terry Sawyer, 'Residential Flats in Melbourne. The development of a Building Type to 1950', pp 33 and 34.
34 *Argus*, 10 January 1935, p 13.

The flats that were built in Queens Road and St Kilda Road were often on the sites of former Victorian mansions. In turn many of these Inter-war blocks of flats have been demolished in recent decades, and have been replaced with either larger multi-level apartment buildings, or with commercial developments. A number of Inter-war blocks of flats do survive, and these include *Glen Eagles*, *Kinross* and *Kinfauns*, as well as other blocks that are also notable in their planning and design. They provide evidence of the history of this part of Port Phillip being at the forefront of flat development in Melbourne in the Inter-war and early Post-war periods.

The blocks of flats of the Inter-war period are of no uniform architectural style, rather they are expressed in a variety of styles that were popular in the 1920s through to the 1940s. These include flats designed in historical styles, which continued to be used despite the growing popularity of Modernism.

In Queens Road and St Kilda Road historical styles of flats include the English Vernacular Revival three-storey block at 628 St Kilda Road (Marsh & Michaelson architects, 1936),³⁵ and another block in this style, *Lenhurst*, at 33 Queens Road (architect not known, 1936-37). This Queens Road example was an earlier property development of Margot O'Donohue,³⁶ who, with Frank Lynch, would later develop *Glen Eagles*, *Kinross* and *Kinfauns*. Another block, *Lancaster House* at 18 Queens Road (Purnell & Pearce, architect [?], 1938) is designed in a Georgian Revival-style,³⁷ a style popular during the Inter-war period.

Modernism arrived in Australia in the 1930s, and the tenets of European Modernism are expressed in varying ways, and in varying degrees, in blocks on Queens Road. *Brookwood* at 32 Queens Road (architect not known, 1936) is of a rich *Streamline Moderne* design with its rendered mouldings at parapet level referencing more *Art Deco* architecture of Europe and America of a decade earlier, than pure European Modernism. However, elements of the design, such as its steel frame windows and flat roof appearance, are gestures to Modernism.

35 'City of Port Phillip Heritage Review', volume 6, Citation No 928.

36 Ibid, volume 5, Citation No 2225.

37 Ibid, volume 5, Citation No 2223.

Brookwood was a flat development by Claude de Bernales, a West Australian miner and industrialist and, later, property developer. Brookwood Estates Limited was established by him in the mid 1930s to develop blocks of flats in Queens Road and St Kilda Road.³⁸ Another firm of Claude de Bernales, Ascot Estates Limited, developed flats in St Kilda.³⁹ The architect of *Brookwood* is not known, but the eminent Melbourne architect, and Lord Mayor, Bernard Evans, designed flats for Claude de Bernales,⁴⁰ including *Sheridan Close*, 487 St Kilda Road (1949-53).⁴¹ *Sheridan Close* is situated within the City of Melbourne.

Another notable *Streamline Moderne* block is *Kia Ora* at 449-453 St Kilda Road, Melbourne. Originally proposed as one block of 30 flats, the site of an adjoining mansion was purchased and the original block mirrored, totalling 60 flats around a landscaped garden. Designed by L Levy, and completed in the mid-late 1930s, it is of a superior design to *Brookwood*. It was built by *Kia Ora Investments Pty Ltd*, another flat developer in Melbourne at this time.⁴² *Kia Ora* is situated within the City of Melbourne.

Other blocks in Queens Road express a more restrained *Moderne* styling, providing a transitional style between the decorative treatment of *Brookwood* and *Kia Ora*, and the severity of Modernism encapsulated in *Newburn* (Romberg and Shaw, 1939-42) at 30 Queens Road, and at *Stanhill* (Romberg, 1945-50) at 34 Queens Road. These *Moderne* blocks include *Monterey* (architect not known, c1940) at 17 Queens Road, and *Glen Eagles, Kinross and Kinfauns*.

Both *Monterey* and *Glen Eagles* are similar in that both are sited at corners, have expressed hip roofs (muddying any comparisons to European Modernism), and have similar detailing on their facades. These similarities indicate both were designed by the same architect, and may also be developments of Frank Lynch and Margot O'Donohue. The early character of *Monterey* has been impacted upon, as its brickwork is now painted. *Monterey* also has historical significance, as it was used during World War II by FRUMEL (Fleet Radio Unit Melbourne), one of two combined radio operations that worked at deciphering Japanese military codes used in the Southwest Pacific.⁴³

38 *Daily Commercial News and Shipping List*, 10 June 1936, p 4.

39 *Adelaide News*, 30 May 1936, p 7.

40 David Dunstan, 'Evans, Sir Bernard (1905–1981)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/evans-sir-bernard-12465/text22419>, published first in hardcopy 2007, accessed online 16 November 2017.

41 *Property Observer*, 18 August 2013, <https://www.propertyobserver.com.au/finding/location/vic/25154-sheridan-close-penthouse.html> retrieved 16 November 2017.

42 *Argus*, 5 August 1935, p 8; 30 March 1936, p 6; 21 June 1955, p 6.

43 Plaque, *Monterey*

Lenhurst, a three-storey block of flats at 33 Queens Road, corner Louise Street, built in 1936. These flats, which are designed in an English Vernacular Revival-style, is also a development by Margot O'Donohue.



Brookwood, at 32 Queens Road, corner Louise Street, is designed in an ornate Moderne manner. This block was built in 1936 by the flat developer Claude de Bernales.



One of the two blocks that form Kia Ora, at 449-453 St Kilda Road, Melbourne. It is a fine example of an Inter-war flat complex designed in the Streamline Moderne-Style.



Monterey at 17 Queens Road, corner Arthur Street, is similar in scale, planning and detailing to Glen Eagles, and was completed around 1940. It may also be a development of Frank Lynch and Margot O'Donohue.



Newburn at 30 Queens Road, viewed from Queens Lane, is of an uncompromisingly Modernist design, heavily influenced by European Modernism of the 1920s and 30s. It was designed by the eminent architects Frederick Romberg and Mary Turner Shaw, and was completed in 1941.



All of the low-rise blocks of flats built during the 1930s and 40s share common characteristics in terms of their planning, with each block set back from its front and side boundaries, with the setbacks from street boundaries incorporating landscaping. This provides some degree of visual uniformity to the few mansions remaining in the street, which are also built in a landscaped setting and that are of a similar scale.⁴⁴ In the case of the subject site, and the Victorian mansion *Lanark* opposite, they provide a human scale and strong landscape character to Beatrice Street when viewed from Queens Road.

Margaret O'Donohue and Frank Lynch were key flat developers in Queens Road. As previously noted, in addition to *Glen Eagles*, *Kinross* and *Kinfauns*, at least one other flat development was built by O'Donohue (*Lenhurst* No 33), with possibly another (*Monterey* No 17) built by O'Donohue and Lynch. Other prolific flat developers of this time were the previously mentioned Kia Ora Investments Pty Ltd and Claude de Bernales's Brookwood Estates Limited. Another Queens Road flat developer was Stanley Korman, who built both *Newburn* and *Stanhill*. Korman also developed a large (low-rise) brick complex of flats called *Waitemata* at 65 Queens Road, and *Rameta* at 67 Queens Road, to the south of the subject site. Both *Waitemata* and *Rameta* have since been demolished.⁴⁵

44 The higher Victorian-era floor-to-ceiling heights closely equate a Victorian two-storey house to that of the three-storey Inter-war flats.

45 Photographs of *Waitemata* and *Rameta* held by the State Library of Victoria are notated that these are developments of Korman.

The complex of flats at 58, 59 and 60 Queens Road is reasonably intact. Its aesthetic quality is enhanced by its garden setting, which despite encroachment by vehicle parking and a denser planting arrangement, has not significantly impacted upon this aesthetic value. This garden setting, with the three-storey scale of the flats, combined with their hip and gable roofs, give the complex a human scale and residential character, less apparent in flat developments later in the Post-war period. This complex of flats is testament to Queens Road being a desirable locale for investors/developers of flats in the 1930s and 40s, and the high standard of the design of its flats of this era.

CONCLUSION

It can be concluded that this complex of flats is significant at a local level, as it has aesthetic and historic value to Port Phillip as a large and intact 1940s flat complex designed in a *Moderne* style. The scale and quality of the complex demonstrate the wave of flat development in the 1930s and 1940s in Port Phillip, in which Queens Road played a significant part, as it was a locale considered suitable for flat developments.

It is recommended that this complex of flats containing *Glen Eagles*, *Kinross and Kinfauns*, and auxiliary buildings, and its garden setting, are conserved and enhanced, and that heritage controls are put in place to manage this in the form of a site-specific heritage overlay in the *Port Phillip Planning Scheme*.

The heritage overlay schedule should note, in addition to the three flat blocks, also the garages and the gardens of this complex. Although it is evident that some early interiors of the flats are extant, these are not significant enough to warrant internal controls.

STATEMENT OF SIGNIFICANCE

What is significant?

Glen Eagles, Kinross and Kinfauns at 58, 59 & 60 Queens Road, Melbourne, built in the early 1940s. The three-storey brick blocks of flats are of a restrained, but well-composed, *Moderne* design. They are situated within a landscape setting that contributes to their character. Along the rear boundary of the site are a row of 23 single-car garages for its residents, which are supplemented by vehicle parking elsewhere on this site. The complex is a development by the solicitors Margot O'Donohue and Frank Lynch, who were significant flat developers in Queens Road.

How is it significant?

The complex containing *Glen Eagles, Kinross and Kinfauns* flats, their landscape setting, and rear garages, which are of local aesthetic and historic significance to Port Phillip.

Why is it significant?

This complex of flats is of local historical significance to Port Phillip. It is a large and intact complex of low-rise flats built in Queens Road, Melbourne in the early 1940s. This complex is of local historical value as it demonstrates the significant role that Queens Road played in flat development in the municipality from the Inter-war period, due largely to its close proximity to public transport and the views it afforded to Albert Park Lake. It is also an example of a flat development by Margot O'Donohue and Frank Lynch, who built at least one other large block of flats in Queens Road (Criterion A).

The complex is of local aesthetic significance to Port Phillip, as a large and intact example of an early 1940s flats complex designed in a restrained, but well-composed, *Moderne* style. The three blocks of flats, *Glen Eagles, Kinross and Kinfauns*, demonstrate a transition in styling of blocks between the more ornate styles of historicism and - *Streamline Moderne*, to that of the uncompromisingly Modern developments of *Newburn* and *Stanhill* flats (Criterion E).

Glen Eagles, Kinross and Kinfauns are a particularly fine, representative, and intact example of an Inter-war flat complex, demonstrating key features of flat design of this period, including incorporation of vehicle accommodation, and garden settings for each block. These garden settings, combined with the modest scale of the blocks (three-storey) and their hips roofs, provide a residential scale and character to this complex, absent in many Post-war flat developments in Port Phillip. It was these design attributes in early flats that helped shift earlier negative perceptions of flat living, to their growth in popularity with single and smaller family units in the Inter-war period (Criterion D)

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