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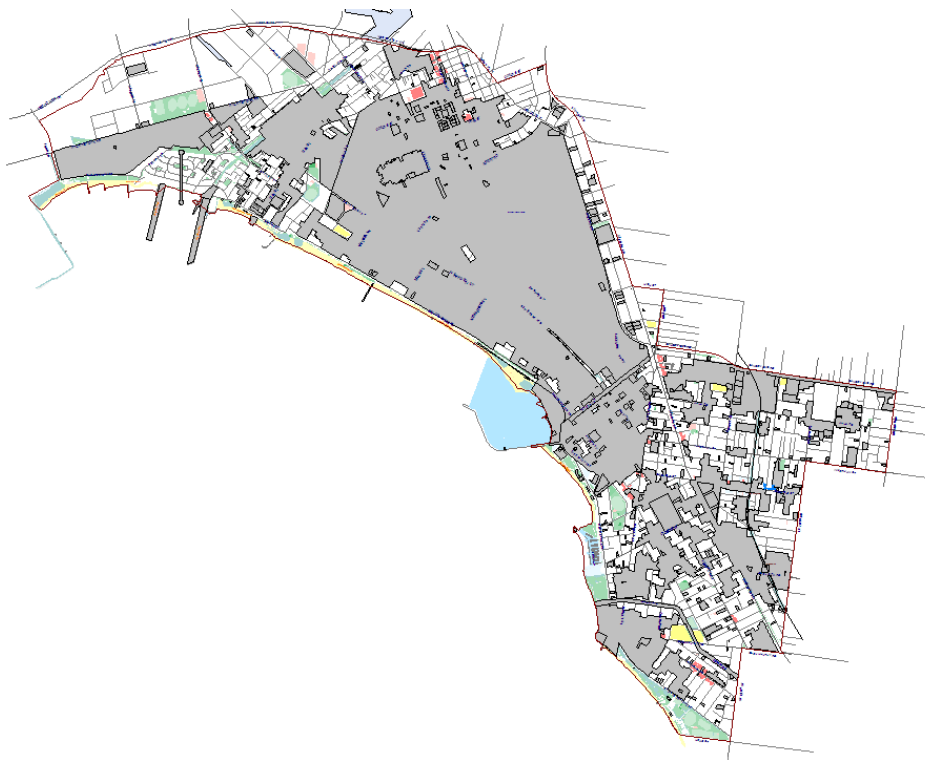
## 6. Heritage Overlay Areas

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### 6.1 Introduction

The heritage overlay areas constitute those areas within the Municipality that are considered to demonstrate a comparatively high level of cultural value when considered in terms of their historic, aesthetic and social attributes. They survive generally with a higher level of architectural integrity than the remaining areas of the municipality and it is not unlikely that they will have superior civic or aesthetic qualities. Given that Port Phillip has evolved over a long period, principally from the 1840's until the inter-war period, these areas invariably exhibit the characteristics of their time, both in architectural and civic design terms, as well as functionally. In some instances, most notably St. Kilda, there is a diversity which imparts special character. All of the coastal areas identified in the Review, extending inland to Albert Park and Clarendon Street, South Melbourne, have cultural importance extending beyond the limits of Port Phillip. These areas impart identity to Melbourne as an international City and their management, as a consequence, places a heavy burden of responsibility on the shoulders of the community of Port Phillip and its Council. This burden is increased by the mounting pressures for change that reflect the desire of many to live in a coastal strip of limited capacity. The identification of these areas, therefore, represents an initial step in the development of the conservation strategy required to manage change in the interests of the very qualities which make them special places in which to live.

The heritage overlay areas are shown below and are described in the sections, which follow.



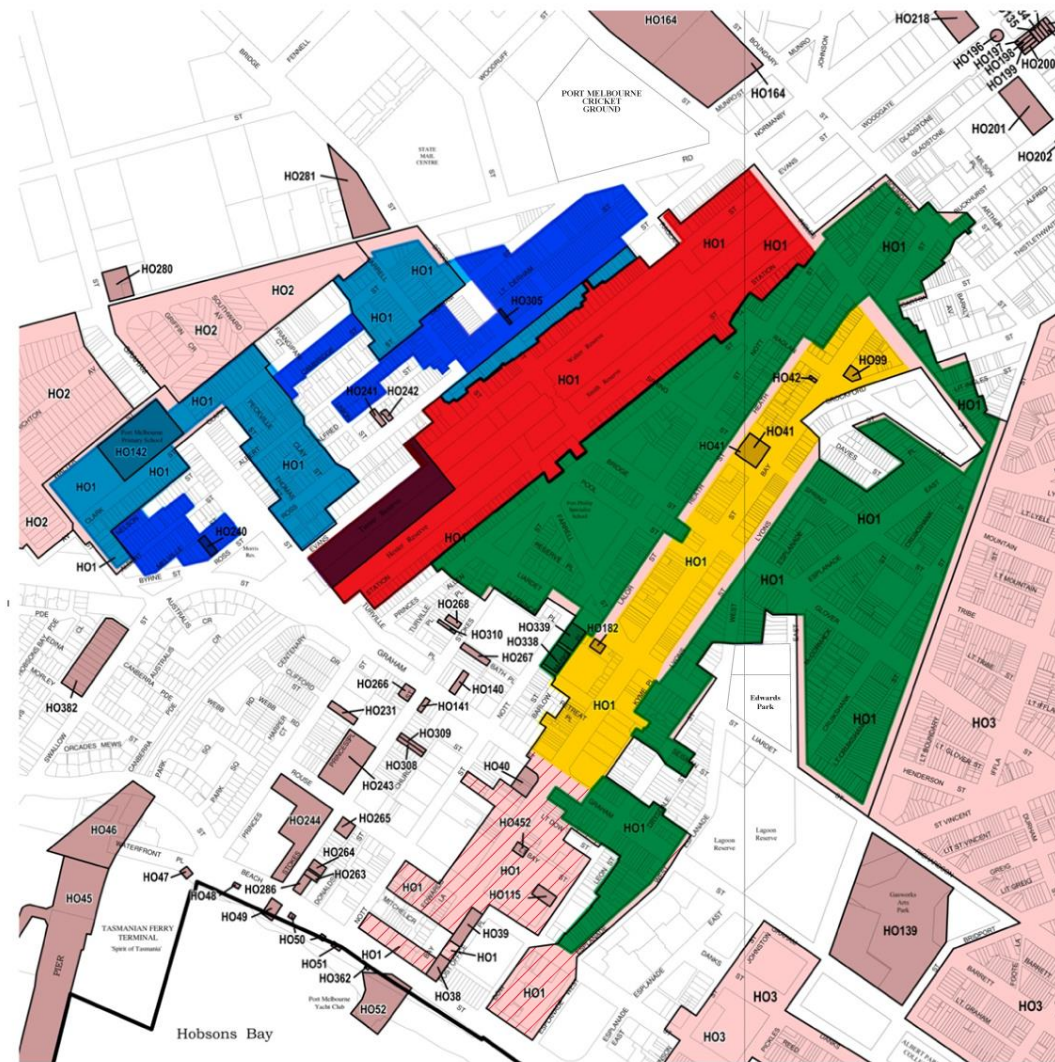
**Figure 6.1-1 – Heritage Overlay Areas**

## 6.2 Port Melbourne – HO1






### Existing designations:

|                            |     |
|----------------------------|-----|
| Heritage Council Register: | N/A |
| National Estate Register:  | N/A |
| National Trust Register:   | N/A |

### Location and extent



#### KEY TO SUB-PRECINCTS

|   |                     |   |                                |  |                                      |
|---|---------------------|---|--------------------------------|--|--------------------------------------|
|  | Port Melbourne West |  | Port Melbourne Railway Reserve |  | Area proposed to be excised from HO1 |
|  | Port Melbourne East |  | Bay Street Commercial          |  |                                      |

**Figure 2 Map of Port Melbourne Heritage overlay precinct HO1**

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## 6.2.1 Introductory Note

### Introductory note

The Port Melbourne Heritage Overlay Precinct (HOI) was reviewed by Lovell Chen in 2011, as part of a project which (a) sought to assess areas surrounding the boundaries of the existing overlay with a view to refining and/or expanding those boundaries; and (b) to determine whether the preparation of a number of sub-precinct citations would better reflect and capture some of the characteristics which contributed to the heritage significance of the areas already captured and proposed to be added to the overlay. The review recognised that HOI reflects a range of historical themes and is an area of some diversity in terms of layout and building form, and that there was value in differentiating between the different parts of the overlay, with a view to better understanding and analysing the values and significance associated within the precinct. The sub-precinct citations are intended to be consulted in addition to the broader HOI citation, which has been reviewed and updated to reflect modified boundaries of the precinct. The four sub-precincts identified are:

- Port Melbourne West Sub-precinct;
- Port Melbourne East Sub-precinct;
- Bay Street Commercial Sub-precinct; and
- Port Melbourne Railway Reserves Sub-precinct.

They are shown on the plan on the preceding page (Figure 2)

The sub-precinct citations are attached and are applicable to these defined areas (in addition to this main HOI citation).

The precinct citation was further reviewed and amended in early 2013 to reflect the proposed amendments of HOI to exclude the area south-west of Graham Street.

## 6.2.2 History

*Note that the following history makes reference to the broader history of Port Melbourne, including some areas and sites that are outside the boundaries of HOI.*

A track between the beach and the town of Melbourne had been established as early as 1839. The government surveyor, Robert Hoddle, had prepared a plan for a “rail road” on the alignment of Bay Street and a street subdivision for Sandridge in that year. Wilbraham Liardet arrived in November, establishing his Brighton Pier Hotel and jetty at Sandridge a year later. By 1841 Alfred Lingham had opened his Marine Hotel, also with a jetty, at the same location and the two hotels marked the commencement of tracks to Melbourne that eventually joined to form a single route. There was also a hut and customs tent and a magazine at Sandridge at that time. Hoddle prepared a further survey plan in 1842, providing for half acre allotments and a roadway on the alignment of Bay Street. There were 40 lots in four blocks between the present Graham and Rouse Streets but the land was withdrawn from sale. In 1849 the government built a pier on the site of Liardet’s jetty and Lindsay Clarke’s survey plan was used as a basis for the first land sales in September 1850. By December 1852 the *Argus* recorded that about 100 tents had been erected “near Liardet’s” and Edmund Thomas’ sketch of 1853 showed single and two storeyed shops with verandahs in a continuous row on one side of Bay Street. The Sandridge railway line, built by the Melbourne and Hobsons Bay Railway Co. formed in August 1852, was opened as Australia’s first steam powered railway on 12 September 1854. By this time, the street grid between the railway and the Lagoon had been established.

An 1859 plan shows the essential elements of the township (Figure 3). Initially, development was located close to the sea front, west of the present-day HOI. Early structures included a Customs house at the corner of Beach Street and Nott Street and a reserve for the post office on the south corner of Bay and Rouse Streets. Between Rouse and Graham Streets there were allotments for the Roman Catholic and Wesleyan churches and a reserve for the watch house. Further north again between Graham and Liardet Streets were the Seamen’s, Presbyterian and Church of England reserves. Between Liardet and Raglan Streets, as the available land between the lagoon and the railway reserve narrows, there was a pool – on the site of present Lalor Street – and associated swampland. Private

allotments were scattered liberally throughout the area and it would appear that the whole of Sandridge had been alienated by this time. Station Place was lined with small, presumably residential allotments. Sandridge's role as a geographically discrete port town had been established.

By the late 1850s the process of replacing the earlier and more temporary buildings with permanent accommodation was gaining momentum, Peckham Terrace erected c.1859 in Bay Street being a surviving example of this earliest redevelopment phase. Located just outside the boundaries of HO1, the court house, police station and lock-up were all erected during the early 1860s, on an allotment at the south-west corner of Bay and Graham Streets. Amongst the brick hotels being built were the Chequers Inn which remains today at the corner of Bay and Bridge Streets and the Fountain Inn at the corner of Raglan and Crockford Streets.

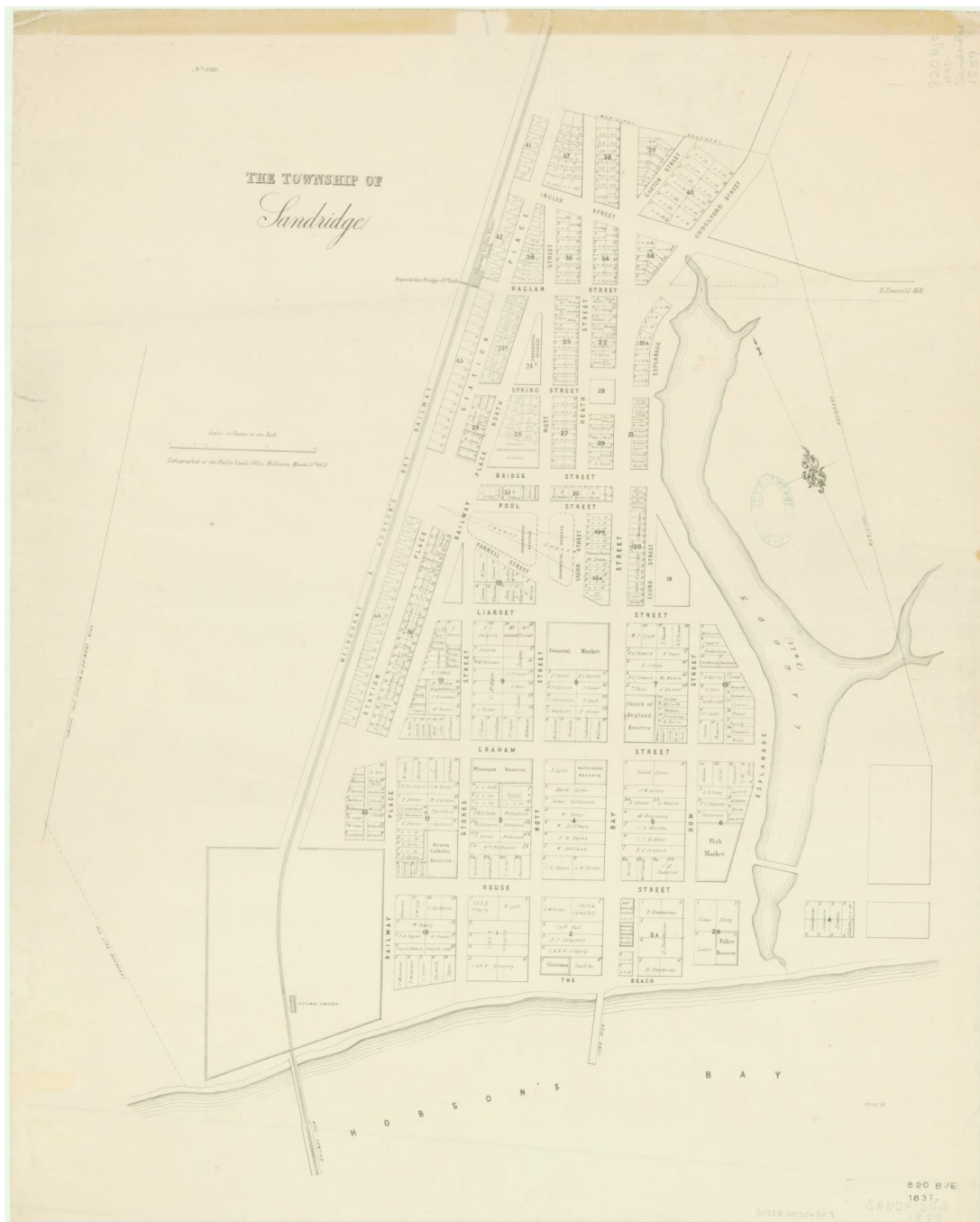


Figure 3 Plan of the Township of Sandridge, March 1859.

Source: State Library of Victoria.

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There were in fact many hotels at the Port, which was not surprising, given its foundations in the shipping trade. In 1872 architect Thomas Watts designed a small hotel in Graham Street and Frederick Williams a larger one at the corner of Graham Street, and the Esplanade. In 1873 Williams designed another hotel on the site of the old Sandridge Inn in Bay Street and carried out alterations to the Bay View in 1887, the Prince Alfred in 1889 and designed the new Victoria in 1895. In 1888 the local architect, John B Grut carried out works to the Chequers Inn, the Rising Sun, the Exchange, the Hibernian and the Cosmopolitan.

The shops, mainly in Bay Street, convey something of the same picture as the hotels, a few being designed by quite distinguished Melbourne architects and then from the 1870s more commonly by local architects. Frederick Williams was exceptionally busy whilst John Flannagan's group of three shops at 247-251 Bay Street of 1874-75 survive as a testimony to his work and a reminder that the original development encompassed five shops. Williams commenced his run of commissions with a tender in 1871 for an unspecified number of shops and dwellings. There were more in Bay Street (1873) and Ingles Street, four in Bay Street in 1874 and others again later in the year. Although the main commercial street was Bay Street, others included Beach, Rouse, Graham, Nott and Stokes and there were non-residential establishments in Railway Place and Station Place, taking advantage of their proximity with the railway line.

By 1900 the area had been almost completely built up. The Graham Street school had been opened in 1889 partly to save children living west of the railway from crossing this busy thoroughfare on their way to the Nott Street school. The Port Melbourne cable tramway on Bay Street had been opened in 1890 with a terminus and depot in Beach Street, demolished in 1998. The Town Pier at that time was served by a horse powered street tramway carrying coal from the pier to the South Melbourne gas works in Pickles Street and to the sugar works on the site of today's Sandridge Bay Towers development. The tramway skirted the north side of the boat harbour, between Esplanade East and Esplanade West and the south side of the lagoon on its run out to the gas works. There were extensive rail yards at the Port Melbourne terminus together with a passenger railway station on the site of the present former station building and another at Raglan Street – later North Port station. In 1888 a further railway station opened at Graham Street, later Graham station.

By the turn of the century, the river berths and the new Victoria Dock handled most of the shipping. The construction of Princes Pier by the Melbourne Harbor Trust in 1912-15 was for both passenger traffic and cargo, and a spur line linked the pier to the main line at a point to the west side of the line at Graham Street. Rail sidings were also located here, screened from Evans Street by plantings.

If Port Melbourne had prospered as an industrial location last century, it boomed during the twentieth when Fisherman's Bend was released for industrial development. Amongst those factories established during the 1920s were the works for the engineering company, Malcolm Moore Pty. Ltd. on Williamstown Road from 1927, J. Kitchen and Sons and Australian Motor Industries were other important enterprises. Located outside HOI, larger complexes such as General Motors Holden and the aircraft manufacturing plants including the Government Aircraft Factory and the Commonwealth Aircraft Corporation were founded in the 1930s and 1940s to the north of the present Westgate Freeway and beyond the limits of the City of Port Phillip. Together with the Port they sustained the area's working class population residing to the south of the Williamstown Road.

Today more than at any time in the past the occupants of the terraces and detached houses of the area are white collar workers employed in the City and elsewhere and Port's links to its past character as a working class locale tied to the docks and factories of the Yarra River flats are less evident.

Statement of Significance

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### 6.2.3 Statement of significance

#### What is significant?

The Port Melbourne Heritage Overlay Precinct (HO1) covers a large area of Port Melbourne. The area is bounded on its west side by Ross Street – with several small pockets extending north-west to the corner of Williamstown Road, Derham and Raglan Streets and to the south-west to Nelson and Clark Streets. The north-east boundary is Ingles Street and Boundary Street. Pickles Street marks the eastern boundary which is contiguous with the South Melbourne, Albert Park, Middle Park and part St Kilda area (HO3). Part of the southern boundary is formed by Graham Street, and the precinct extends north up Bay Street. Also forming part of the precinct are the residential areas developed from the late 19<sup>th</sup> century north-west of the railway line. These include Clark Street and Albert Street either side of Graham Street, as well as Poolman Street. The area also includes a small residential pocket which extends further over Graham Street, to the south-east, taking in properties facing Esplanade West.

The route of the former Port Melbourne railway line with its associated reserves and the Bay Street commercial thoroughfare divide Port Melbourne into discrete neighbourhoods. Their alignments relative to each other have resulted in the creation of a triangular shaped area bounded by Princes and Nott Streets that is in itself subdivided somewhat irregularly into street blocks and triangular reserves. The reserves are known as the Crichton Reserve and the Sangster Reserve, which adjoins the Port Melbourne Bowling Club.

The former railway route and gardens are overlooked by a number of houses of a form and design that is more substantial and elaborate than is generally seen elsewhere in Port Melbourne. Examples include the two storeyed Italianate residences at 73 and 75 Evans Street, to the west side of the reserve and 165 Station Street (Emerald House), 164 Station Street (Ulster House), 163 Station Street (Derwent Coffey House) and 160-62 Station Street (Alfred Terrace) to the east side of the reserve. Although masonry construction predominates, there are also important timber cottages such as the group in the middle of the block of Station Street between Graham and Farrell Streets. The house of slaughterman Caleb Kennett, 64 Evans Street is considered exceptional on account of its spacious garden, high bi-chromatic brick fence and palisade cast iron fence with cast iron pillars. Importantly, they represent a dimension to the fabric of the area often overlooked by persons unfamiliar with the place. They also demonstrate the importance of the railway reserve gardens as a catalyst for substantial villa development in the late nineteenth and early twentieth century. These gardens are noteworthy on account of their exotic plantings. Some of the trees in the Hester, Smith, Howe and Page Reserves on Station Street and the Walter, Gill and Fennell Reserves on Evans Street may have been planted as early as the turn of the century and are predominantly exotics. They include *Cedrus deodara*, *Schinus molle var. ariera*, *Ficus macrocarpa*, *Cupressus sempervirens*, elms, and a very large *Ficus macrophylla* in a fenced off reserve in the centre of Raglan Street. The Gill, Howe, and Smith reserves also include mature *Schinus molle var. ariera* and *Ficus macrophylla* that collectively establish the highly distinguished ambience of the locale. The Turner Reserve, facing Evans Street between Graham and Bridge Streets, was for many years the site of railway sidings, and some of the landscape elements and plantings may therefore in part be more recent than within the other Railway Reserves.

The remaining residential areas are made up predominately of single-storeyed timber and brick cottages, in terraced rows as at 3-17 Bridge Street and 22-26 Lyons Street or in detached rows of identical cottages as may be seen in Princes Street and elsewhere. The rows known as Queens Terrace and Jubilee Terrace occupying 118-144 Nott Street are extraordinary on account of their great length. In these areas, unusual two-storeyed buildings include the all timber house at 64 Cruikshank Street and Guernsey House at 232 Esplanade East. There are also a number of early timber cottages, particularly to the smaller streets. The housing stock, though predominantly Victorian, is enriched by Federation period villas and by the diversity of the non-residential buildings that include the ubiquitous corner hotels, often delicensed, the occasional church, factory and corner shop, again often converted in recent times to residential use. There is a characteristic pattern here wherein the corner sites were typically occupied by commercial premises, including hotels, and the allotments in between occupied by houses. This pattern was the product of a pedestrian and public transport-dependant society and is enlightening when viewed from today's perspective. The minor streets and lanes, now mostly rebuilt, are also of interest. So too are the streets facing the Crichton Reserve in that they demonstrate an approach to urban planning that is in a way superior to the current practice of confining open space to

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the spatially inconsequential lands associated with watercourses and vacant blocks. Finally, the schools at Nott and Graham Streets are pivotal to the interpretation of the social history of the area.

Bay Street is a remarkable thoroughfare in many respects. There is in the first instance the prospect of the sea at its southern end, but it is the diversity of the buildings along its length which sustain the visitor's interest. These include some public buildings, including the former post office, and the Port Melbourne town hall, which occupies a pivotal site surrounded by streets and houses and terminating the Spring Street vistas. Also of note are the hotels, including the Rex, the Prince Alfred, Chequers Inn, Quinn's and the Fountain Inn, which are given prominence by their corner sites. Banks and other commercial premises, including shop buildings demonstrate the street's historic character. The shops include terraced rows with cast iron posted verandahs such as 149-155 Bay Street (O'Briens Terrace), 165-179 Bay Street and the Market Buildings at the Liardet Street corner. Finally, Bay Street's houses have been built over a considerable time, cheek-by-jowl with the shops and hotels. Peckham Terrace is the earliest (c. 1859). Carroll's Terrace alongside was built in 1884 and nearby, 378-382 Bay Street followed in 1900. More recently, large-scale residential and commercial development has occurred and while it has generally been concentrated to the beach end of Bay Street, south of Graham Street (outside of the precinct), some recent commercial and shop developments have been set behind and incorporated earlier shop buildings to Bay Street, north of Graham Street, within the precinct. This recent development adds a further layer of complexity and pattern of growth as the dwindling of the population of the post-war years has been halted and reversed, and a new community of residents call 'Port' home.

### How is it significant?

The Port Melbourne Heritage Overlay Precinct is of historical and architectural significance to the City of Port Phillip.

### Why is it significant?

The Port Melbourne area (HOI) encompasses the long-established residential and commercial streets of Port Melbourne bounded by Pickles Street in the east, Clark and Walter Streets in the west, Boundary Street in the north and Graham Street in the south.

The area has historical importance (Criterion A) as a nineteenth century working class area associated with the growth of the Port of Melbourne and especially the bayside shipping activities of the port and with the industrial development of the shore line in the nineteenth century and the Yarra River flats in the twentieth century.

This importance is demonstrated not only by the housing stock and surviving industrial establishments but also by the diversity of commercial and public buildings contained within the area. The area is especially valuable for its capacity to demonstrate the lifestyle of this close-knit community during the nineteenth century. Being surrounded by industrial land, the Bay and Lagoon reserves, the area retains its discrete geographical form and has value for its capacity to demonstrate past urban planning practices characteristic of the pre-automobile age. These include the Bay Street strip shopping centre, the railway gardens and other reserves, the status given to public buildings and public transport services and the mix of residential and non-residential uses wherein street corner sites are invariably occupied by hotels and shops establishing a distinctive streetscape pattern.



Figure 4 The Howe Reserve, looking north to the city.



Figure 5 Hotels and other commercial buildings typically anchored the corners of blocks in residential areas of Port Melbourne, particularly west of Bay Street. The Clare Castle Hotel is at the north-east corner of Graham and Ross Streets.





Figure 6 East side of Albert Street, showing the predominately late Victorian timber residences which characterise the section of the precinct west of the former railway line.



Figure 7 Residential development to the north side of Raglan Street.



Figure 8 Victorian era commercial development to the west side of Bay Street.

**Thematic context (Victoria’s Framework of Historic Themes):**

Connecting Victorians by transport and communications (03)

Building Victoria’s industries and workforce (05):

Building towns, cities and the garden state (06):

Governing Victorians (07)

Building community life (08)

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**Recommendations**

Retain in the Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

Amend boundaries as per the recommendations of the Lovell Chen 2012 Stage 2 Review.

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**Assessment**

Lovell Chen 2011

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**References**

Andrew Ward, Port Phillip Heritage Review, Version 14, 2009

Allom Lovell & Associates, Port Melbourne Conservation Study Review, 1995

Jacobs Lewis Vines, Port Melbourne Conservation Study, 1979

## 6.3 Port Melbourne HO1 - Port Melbourne West Sub-Precinct

### Existing designations:

|                            |     |
|----------------------------|-----|
| Heritage Council Register: | N/A |
| National Estate Register:  | N/A |
| National Trust Register:   | N/A |

### 6.3.1 Location and Extent

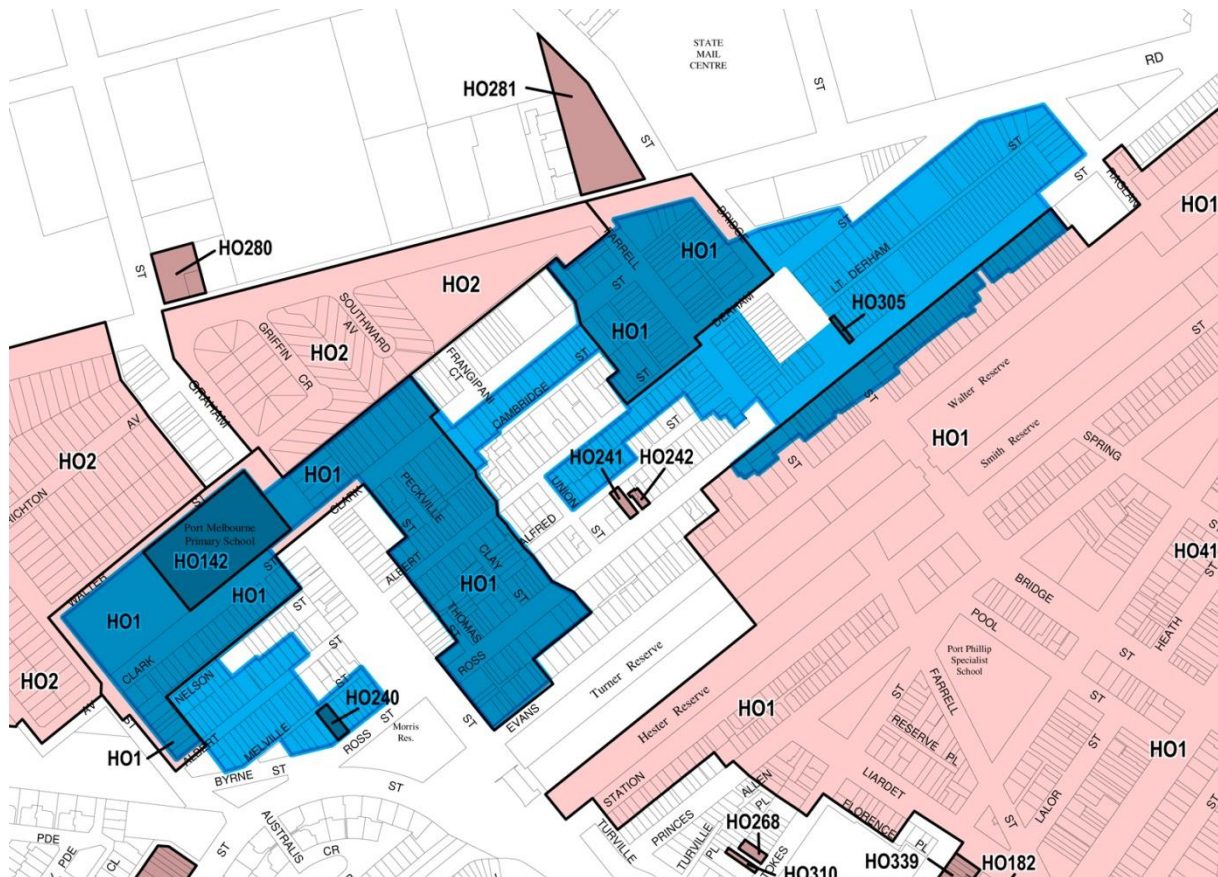


Figure 6.3-1 – Port Melbourne HO1 - Port Melbourne West Sub-precinct

### 6.3.2 History

Government surveyor Robert Hoddle proposed a village development at Sandridge in 1838.<sup>152</sup> By 1842, surveys of blocks close to the water front, including four blocks between Rouse and Graham Street, had been carried out.<sup>153</sup> Following the construction of the rail line in 1854, the township was contained to the strip running back from the foreshore between the railway line and the Lagoon.<sup>154</sup> This division was reinforced in 1855 by a new Crown Lands Department plan for the area, which specified that no development was permitted in the area west of the railway line, partly because of the proposal that a

<sup>152</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. xi.

<sup>153</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 16.

<sup>154</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, Prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 20.

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ship canal be cut from Sandridge to Melbourne.<sup>155</sup> While the land languished, enterprising Melbourne builders removed wagon loads of sand for use in construction.<sup>156</sup>

Parish Plans indicate that the land to the west of the railway was largely sold off in the late 1860s (Figure 6.3–2). In 1868 the first allotments north-west of the railway line near Graham Street were sold, and houses were constructed in Evans and Ross Streets soon after. Allotments to the east of Ross Street and south of Farrell Street were relatively large, mostly measuring one acre. Elsewhere, in the area bounded by Williamstown Road, Raglan, Bridge and Ross Streets was subdivided into much smaller allotments and sold in the 1880s. Some of the larger allotments were subdivided and sold off in the 1870s. Development continued slowly in the face of opposition from the Victorian Government; and as late as 1870, the Lands and Survey Office warned the Port Melbourne Council not to make roads west of the railway line because of the proposed ship canal.<sup>157</sup>

Eventually, uncertainly over development of land west of the railway line was partly resolved by the Government's decision in 1879 to construct Coode Canal across Fishermen's Bend. However, work did not commence on the canal until 1884, and it was not opened to shipping until 1887. In the meantime, the sale of land west of the railway line, including that in Clark and Albert Streets, proceeded.<sup>158</sup> By October 1886, new residents of Clark Street were reportedly complaining about the drifts of sand from the Bend.<sup>159</sup>

Several noxious industries were located on land to the west of the railway, including the Apollo Candle Works, the J Kitchen Soap Manufactory and Felton Grimwade's Chemical plant, all of which were located on Ingles Street and are shown on MMBW plans of the area from 1897. MMBW plans from the 1890s also indicate that by this time almost all of the land to the west of the railway had been subdivided into residential lots as the subdivision plans shown at Figure 6.3–3 and Figure 6.3–4 attest. Though several large allotments remained undeveloped, most had been built upon, with the majority of houses being small weatherboard cottages on narrow building allotments, bisected at irregular intervals by narrow streets such as Union, Clay, and Peckville Streets. The building stock typifies the workers' housing constructed throughout Port Melbourne in the nineteenth century, and consistent streetscapes of small timber cottages clearly reflect the working class nature of the suburb's history.

Historic aerial photographs from 1945 show this form of small cottage-type accommodation remained a feature of the study area, with some infill construction contributing to the density of housing within the precinct (Figure 6.3–5).

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<sup>155</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.

<sup>156</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, pp. 91-92.

<sup>157</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.

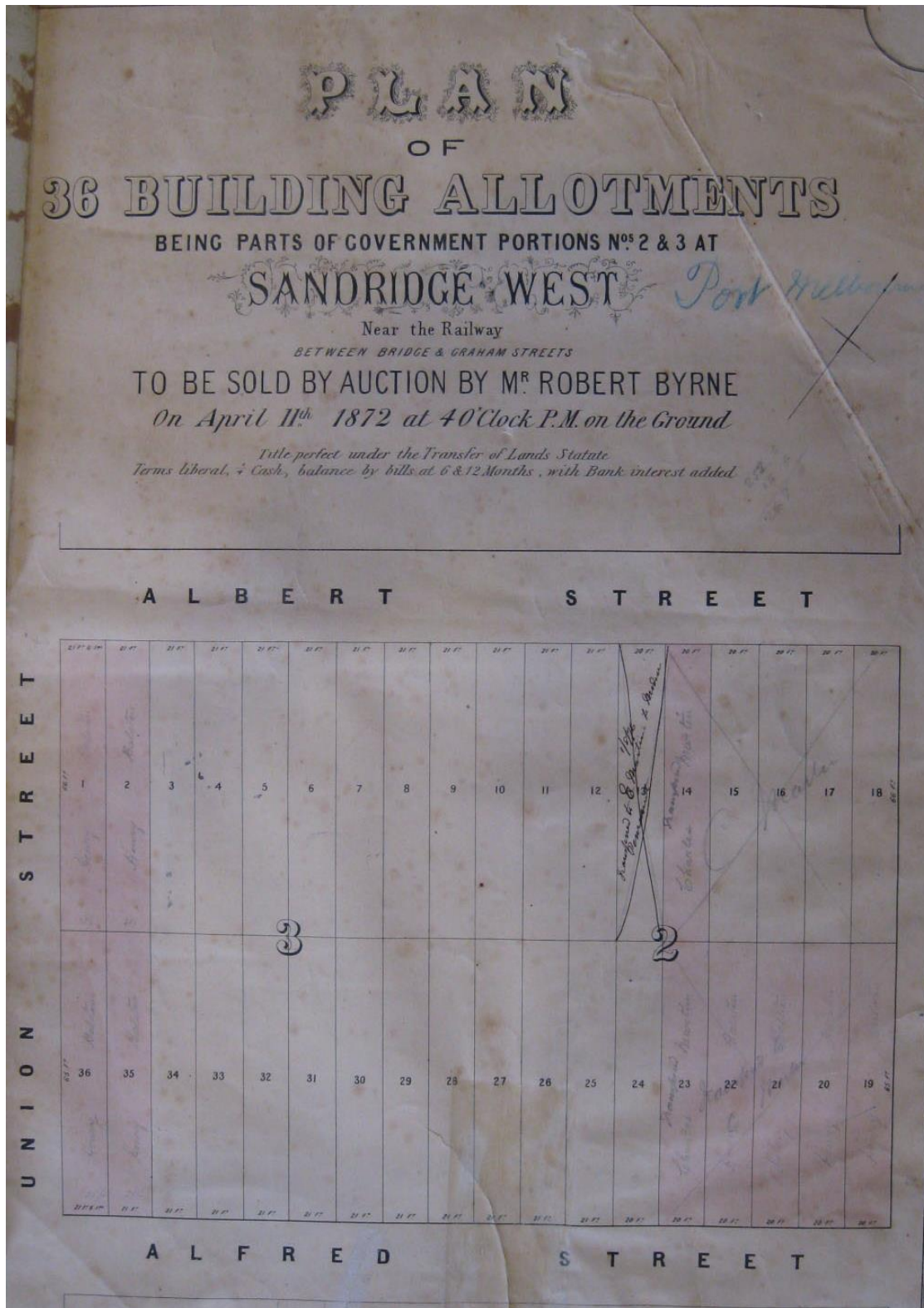
<sup>158</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.

<sup>159</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.



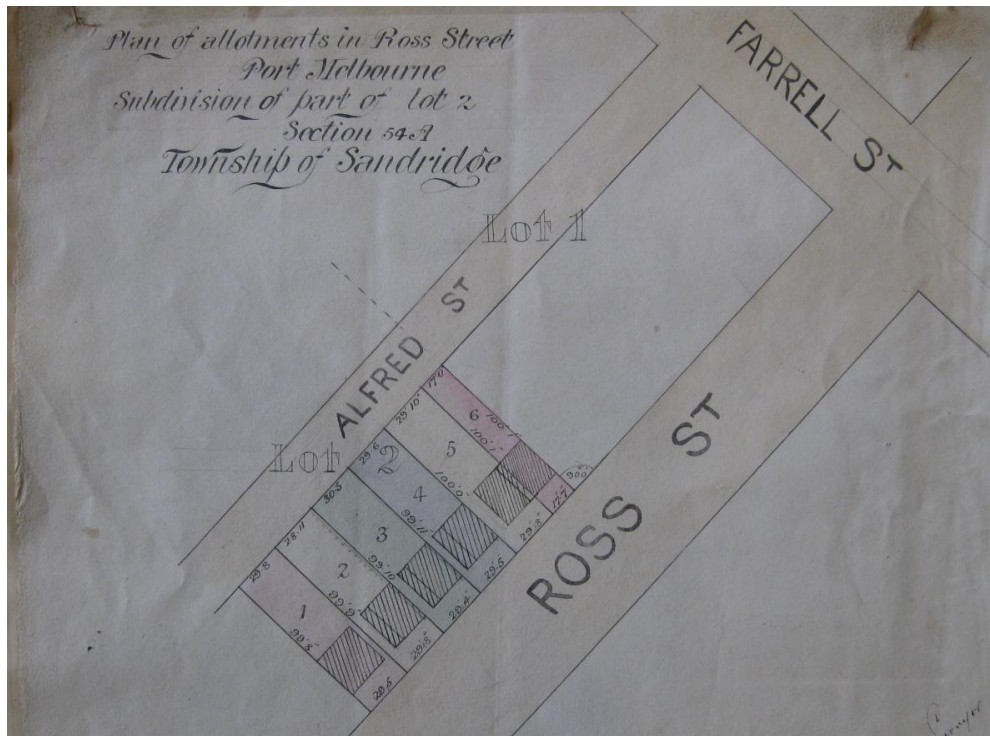
Figure 6.3-2 – Plan of the City of Port Melbourne. Date illegible.

Source: Lovell Chen Archives.



**Figure 6.3-3 – 1872 Auction Plan of land between Albert and Alfred Streets, Port Melbourne.**

Source: State Library of Victoria.



**Figure 6.3-4 – Plan of allotments in Ross Street, 1884. Source: State Library of Victoria.**



**Figure 6.3-5 – 1945 Aerial showing the intersection of Williamstown Road and Inglis Street.**

Source: University of Melbourne.

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### 6.3.3 Description

The Port Melbourne West sub-precinct is bordered by the 1930s Victorian Government and Housing Commission estates facing Williamstown Road to the west and extends eastwards to the former railway line. It takes in the relatively cohesive nineteenth and early twentieth century residential areas of Clark, Albert, Alfred, Bridge, Derham and Farrell streets. The area is distinguished by a predominance of reasonably intact and very similar small single-fronted, single-storey timber worker's cottages, most probably designed and constructed by builders without direct architectural involvement, which is typical of Port Melbourne. To the north, the sub-precinct extends to Raglan Street and to the south it extends to Poolman Street. It enframes and includes part of Graham Street, extending south across Graham Street to take in the lower sections of Albert and Ross Streets, and follows the alignment of the former Princes Pier railway spur. Non-residential buildings contained within the sub-precinct include the Port Melbourne Primary School and the Hibernian and Clare Castle Hotels which frame the corners of Ross and Graham Streets.

The sub-precinct includes the more intact blocks of Alfred, Albert and Ross Streets between Farrell and Graham Streets. While an area which more broadly has seen a degree of change and the replacement of earlier residences with new, it still retains substantial building stock from the period of initial development in the 1870s and 1880s, with further buildings from the succeeding decades, particularly the years surrounding the turn of the century. The sub-precinct includes some short narrow streets (Peckville Street, Clay Street and Union Street) running between the main north-south streets as well as several enclosed streets (Alfred Street, Nelson Street and Melville Street) giving access to properties behind those facing the main streets. Overall they impart an intimate 'cheek-by-jowl' quality to the area with many buildings either having narrow front garden strips or being built directly on the property line. This street layout appears to reflect a sequence of successive subdivisions of allotments in the nineteenth century which was widespread in other inner suburbs such as Richmond and Collingwood, but was less common in Port Melbourne. This unusual high-density development pattern is reflected in the relative narrowness of the streets and lanes within the area and the higher density of subdivision compared with other parts of Port Melbourne. Of these streets Clark Street between Farrell and Graham Streets is unusual both for 'avenue' characteristics attributed by the mature London Plane trees to either side as well as its generous width (Figure 6.3–6).

Most of the area contains typical single storey timber and brick cottages, with some terrace rows, but more commonly, closely-sited timber cottages prevail, interspersed with paired timber cottages divided by a brick party wall. In some cases, such as the three sets of paired timber block-fronted cottages to 293-303 Ross Street, there is no brick party wall apparent, indicating a construction date before the application of the requirements of *Melbourne Building Act* to the municipality (Figure 6.3–7).<sup>160</sup> Many of the timber cottages have facades of block-fronted woodwork. Brick terrace rows are less common, with the interrupted row to 30-32 and 36-38 Albert Street being an isolated example. A smaller number of Federation and inter-War houses are found on individual sites – a fine row of Federation-era weatherboard villas are at 15-29 Albert Street and 20 Ross Street and 141 Raglan Street are good examples of the Californian bungalow style, while the semi-detached single-fronted gabled cottages at 174-176 Clark Street, and the double-fronted bungalow at 234 Bridge Street are unusual examples of the application of this style (Figure 6.3–9 Figure 6.3–10). As seen elsewhere in Port Melbourne there are a number of more recent non-contributory single and two-storey brick single family dwellings, typically of the 1970 and 1980s, interspersed among the more characteristic timber housing stock.

The area differs from the area east of the railway in having a mix of relatively wide streets typical of Port Melbourne and much narrower streets, such as Albert Street, more characteristic of suburbs such as Collingwood or Richmond. Compared with other areas, there are generally fewer and smaller street trees, except in Evans and Clark Streets.

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<sup>160</sup> The was enforced from 1850 to the present-day CBD area and to South Fitzroy. By the 1870s it had been extended to cover Carlton. During the 1880s iterations of the Act were adopted by many other municipalities. Its date of application to Port Melbourne is not known. Lewis, Miles 'Building and Construction', *Encyclopedia of Melbourne*, 2005, pp. 95-96.





**Figure 6.3–6 – Late Victorian block-fronted timber villas in Clark Street – a street with ‘Avenue’ characteristics.**



**Figure 6.3–7 – Paired timber villas in Ross Street, north of Bridge Street with central rendered brick chimneys.**



**Figure 6.3-8 – Typical single fronted weatherboard cottage in Albert Street, cheek-by-jowl with the neighbouring cottage.**



**Figure 6.3-9 – 25-29 Albert Street, three of a row of eight Federation-era cottages, set to the south end of the street.**



**Figure 6.3–10 – Atypical early 1920s timber bungalow at 234 Bridge Street.**

### 6.3.4 Statement of Significance

Forming part of the Port Melbourne area (HO1) and contributing to the significance of this broader overlay, the Port Melbourne West Sub-precinct is also of local significance in its own right as a relatively intact precinct of late nineteenth century residential buildings, which has a distinctive and relatively high density of subdivision, with its narrow streets and lanes reflecting a pattern of development unusual in Port Melbourne. The distinctive character of the area is reinforced by the predominantly uniform nature of the buildings, being small timber cottages of similar design and which are typical of Port Melbourne. That said, the precinct also comprises some small pockets of later development, including some Federation and Inter-war housing.

### 6.3.5 Assessment

Lovell Chen 2011

### 6.3.6 References

1. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. xi.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 16.
3. Jacobs Lewis Vines, Port Melbourne Conservation Study, Prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 20.
4. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 84.
5. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, pp. 91-92.
6. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 84.
7. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 84.

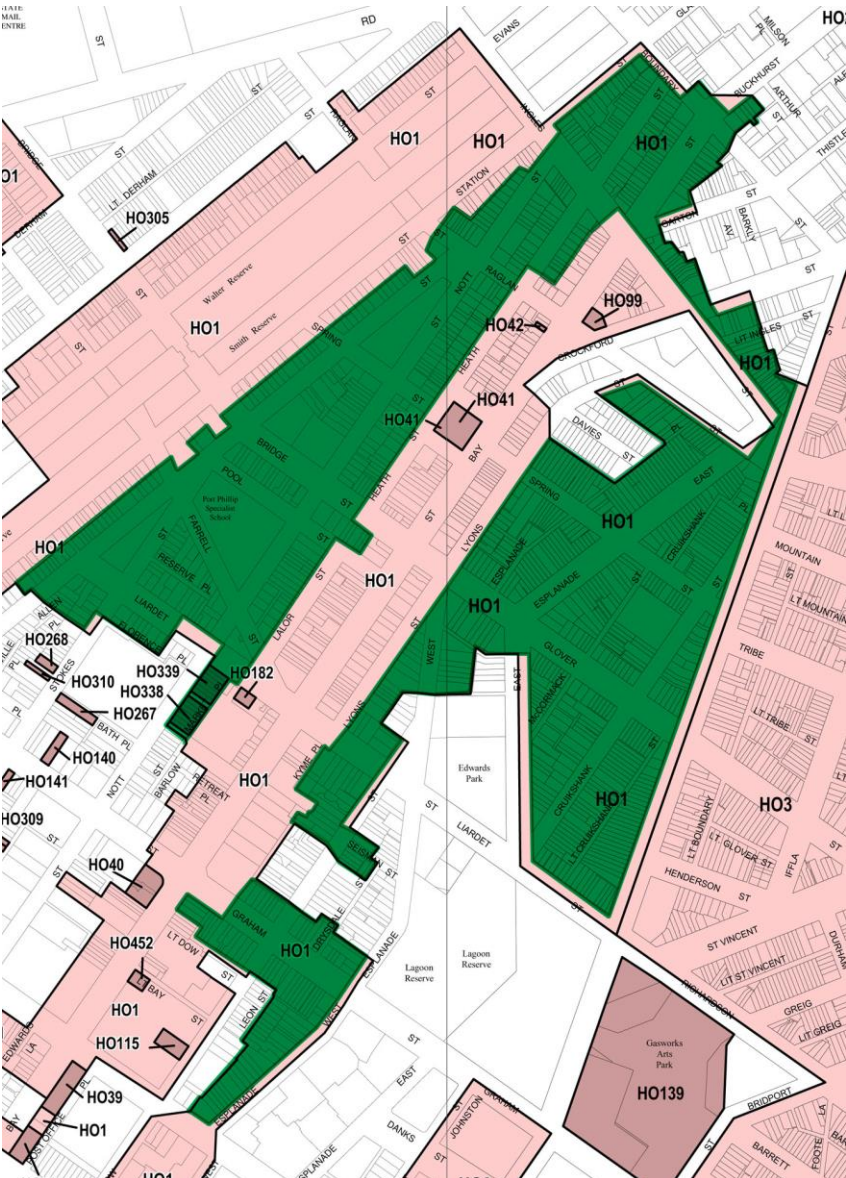
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8. U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.
  9. U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.
  10. The *Melbourne Building Act* was enforced from 1850 to the present-day CBD area and to South Fitzroy. By the 1870s it had been extended to cover Carlton. During the 1880s iterations of the Act were adopted by many other municipalities. Its date of application to Port Melbourne is not known. Lewis, Miles 'Building and Construction', *Encyclopedia of Melbourne*, 2005, pp. 95-96.

## 6.4 Port Melbourne HO1 - Port Melbourne East Sub-Precinct

**Existing designations:**

|                                   |            |
|-----------------------------------|------------|
| <b>Heritage Council Register:</b> | <b>N/A</b> |
| <b>National Estate Register:</b>  | <b>N/A</b> |
| <b>National Trust Register:</b>   | <b>N/A</b> |

### 6.4.1 Location and Extent



**Figure 6.4-I – Port Melbourne HO1 - Port Melbourne East Sub-precinct**

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## 6.4.2 History

The lagoon at Port Melbourne was first sited by Charles Grimes, acting Surveyor General of New South Wales, on an expedition in 1803. In his logbook, he recorded:

*...the same party as yesterday...went on shore; for about a mile, the land dry, a light sandy soil; afterwards a large swamp with three lagoons in it all dry. The land appears to be covered with water in west seasons. Come to a salt lagoon about a mile long and a quarter of a mile wide; had not entrance to the sea.<sup>161</sup>*

Government surveyor Robert Hoddle proposed a village development at Sandridge in 1838.<sup>162</sup> Initial surveys of Sandridge concentrated on blocks close to the water front, including four blocks surveyed between Rouse and Graham Street by 1842.<sup>163</sup>

Following construction of the railway line, which was completed in 1854, the township of Sandridge was effectively contained on both sides. The railway line severed access to the land to the west, while the lagoon was the outer limit of development to the east. A bridge was constructed over the lagoon at Bridge Street, but development on its eastern side was limited. When the Borough of Sandridge was proclaimed, it was bounded to the west by the railway, the east by the lagoon, to the north by Boundary Street and the Bay on the south.<sup>164</sup> A second, much smaller lagoon, was located in almost the middle of this township site, just south of Pool Street. Most of the land south of Liardet Street had been sold by the mid 1850s. To the north, the pace of sales was slower as the rapid transportation of goods and passengers away from the Bay meant little time was spent in Sandridge itself. Despite this, the population increased after 1867, and in 1893, the town of Port Melbourne was proclaimed.

The suburb's origin as a port meant that the majority of its population was employed in service occupations. From the 1850s, a relatively young, predominantly male population worked in jobs related to shipping, construction, the provision of accommodation, meals and other service industries. The transient character of the suburb began to change in the 1860s, as local government set aside land for the establishment of churches and other social service facilities. The predominantly working class character of residents was reflected in the types of accommodation constructed – largely small, timber cottages on small allotments. Portions of the land to the east of the railway reserve, between Bridge and Graham Streets, developed as a civic precinct. Reserves for a town hall, various churches, the police and a market were set aside in the first surveys of the township. State School 1472 was opened on Nott Street in 1874, on reserve that had been set aside for an ornamental garden.<sup>165</sup>

The lagoon was opened to the sea in the 1860s and filling of the northern end of the lagoon, beyond Bridge Street, commenced in 1876.<sup>166</sup> Progress on the works was incredibly slow and remained partially filled until 1929. The area between the east side of Esplanade East and the west side of Esplanade West was gradually reclaimed, though there were doubts that much of it was suitable to be built upon.<sup>167</sup> Some of the land was subdivided in the late 1870s and by the 1880s a number of small timber residences had been constructed by working class members of the Sandridge community. In the late 1890s, the Council requested a portion of the former lagoon be set aside as an ornamental reserve.

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<sup>161</sup> Charles Grimes, as cited in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 6.

<sup>162</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. xi.

<sup>163</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 16.

<sup>164</sup> Government Gazette, 16 July 1860.

<sup>165</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 71.

<sup>166</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 123.

<sup>167</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 181.

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Despite later pressures for housing development, works on the establishment of a garden were delayed until the 1930s, when infill works were completed.<sup>168</sup>

Unemployment and poverty were ongoing concerns in Port Melbourne from the 1880s, intensifying in the Depression of the 1890s and continuing into the twentieth century. Larger allotments of the 1880s gave way to dense residential subdivision and by the 1930s, residential development was primarily working class in character. Houses were largely timber constructions on small allotments, especially in sections to the north of reclaimed land from the lagoon. While there was some infill development, little vacant land remained by the inter-war period.

### 6.4.3 Description

The Port Melbourne East Sub-precinct is an almost entirely residential area located to the east of the former railway line. Extending from the properties on the west side of Princes Street through to the west side of Pickles Street, it surrounds the Bay Street Commercial sub-precinct on three sides. North-south running streets within the sub-precinct include Nott, Lalor, Heath, Lyons and Cruikshank streets as well as Esplanade East and Esplanade West, while those of an east-west orientation include Ingles, Raglan, Spring, Bridge, Pool, Liardet and Graham streets.

The precinct sub-area has a substantially consistent nineteenth century character. Narrow allotments support predominantly single-storey, single-fronted timber residences or symmetrical double-fronted cottages that are closely sited with minimal or no side setbacks. These can also occur in pairs or occasionally in longer terrace rows.

Dwellings are generally of a vernacular design with hipped or gabled roofs clad in corrugated iron or slate, and front projecting verandahs. While timber construction predominates there are some brick cottages and masonry terraces with rendered parapets, such as those at 53-61 Bridge Street. Original decorative elements include iron lacework to the verandahs, brackets under the eave lines, and timber blockwork or polychrome brick to the façades. There is, however, also a degree of diversity in the area, provided by a number of two storey brick residences, asymmetrical Federation era dwellings and inter-war houses as well as more recent [non-contributory] infill residences that are interspersed throughout the sub-precinct.

Non-residential buildings within the area include several hotels, such as the Graham Hotel to the corner of Graham Street and Esplanade West and the Cricketer's Arms, somewhat unusually sited in a central rather than a corner block in Cruikshank Street. Corner shop buildings and other commercial premises, some now been converted for residential uses, are reflective of the formerly pedestrian and public transport dependent community. Larger properties in the sub-precinct include the former Presbyterian (now Uniting) Church to the corner of Bridge and Nott streets, the former Temperance Hall at 146 Liardet Street, and the Primary School in Nott Street.

In terms of streetscape qualities, the area is typical in its relatively wide streets with street trees planted along the edges. Dwellings generally have shallow setbacks to the street with low front fences. There are a number of rear laneways, mostly short cul-de-sacs, many of which retain at least some of the original bluestone pitcher paving.

### 6.4.4 Statement of Significance

Forming part of the Port Melbourne area (HO1) and contributing to the significance of this broader overlay, the Port Melbourne East Sub-precinct is of local historical and architectural significance in its own right, as a largely nineteenth century residential area (with some later development of the Federation and interwar periods). The area is characterised by relatively wide streets which access the

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<sup>168</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 212.

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narrow, closely developed allotments and building stock comprised of relatively modest dwellings, predominantly but not exclusively timber.



**Figure 6.4-2 – Double-fronted cottages in Esplanade West.**



**Figure 6.4-3 – Single-fronted dwellings in Pickles Street.**



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### 6.4.5 Assessment

Lovell Chen 2011

### 6.4.6 References

1. Charles Grimes, as cited in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 6.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. xi.
3. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 16.
4. Government Gazette, 16 July 1860.
5. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 71.
6. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 123.
7. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 181.
8. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 212.

## 6.5 Port Melbourne HO1 - Bay Street Commercial Sub-Precinct

### Existing designations:

Heritage Council Register: N/A

National Estate Register: N/A

National Trust Register: N/A

### 6.5.1 Location and Extent

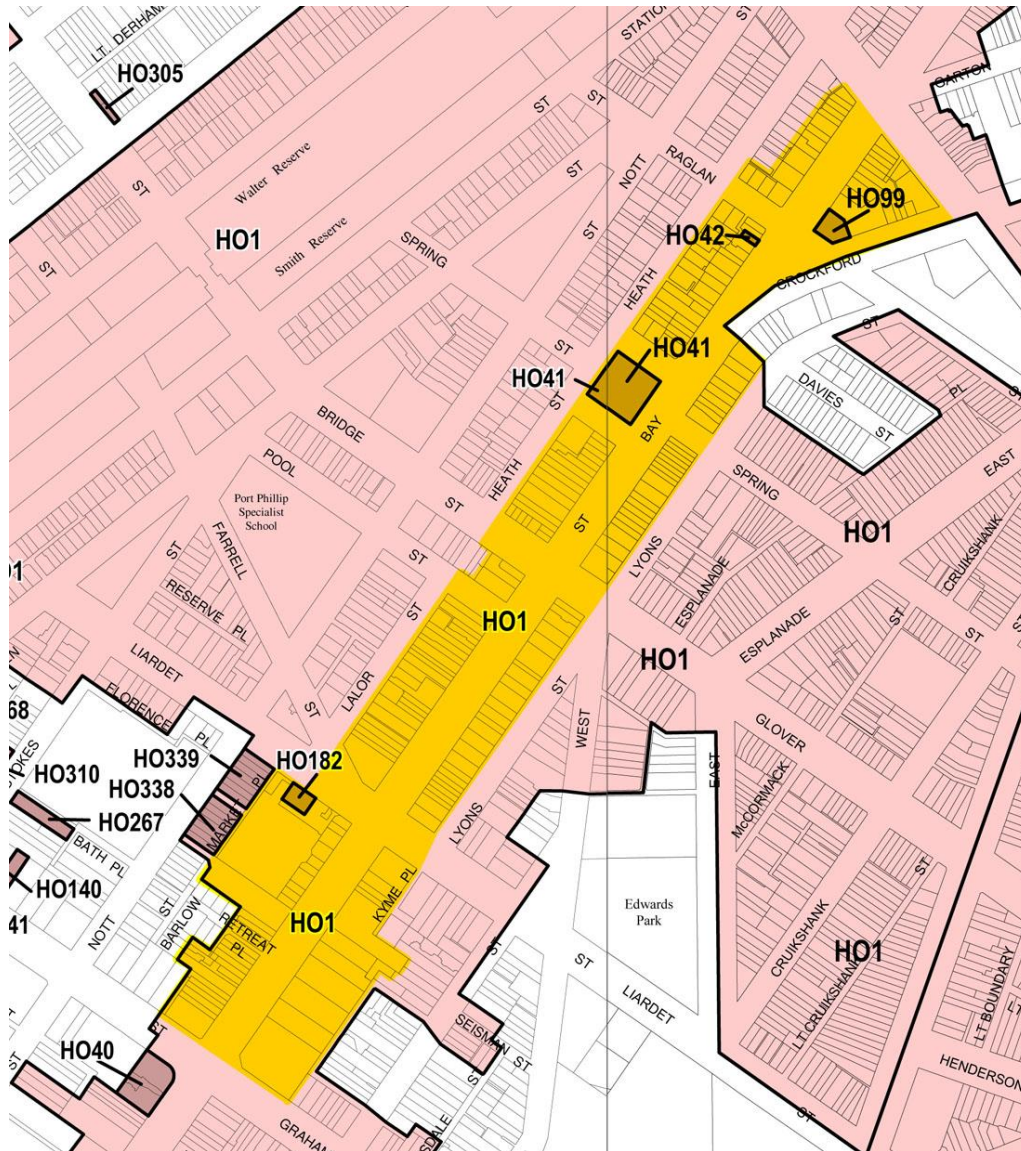


Figure 6.5-1 – Port Melbourne HO1 - Bay Street Commercial Sub-precinct

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## 6.5.2 History

The first settlement at Sandridge spread out along the seafront either side of the jetty, from which a ferry service was established by W F E Liardet, an early settler, in 1839. The direct route to Melbourne created a central axis for development and was reinforced on early survey plans of the municipality.<sup>169</sup> Robert Hoddle's 1838 plan for Sandridge featured a pipeline carrying fresh water from a dam on the Yarra to the wharves at Sandridge which followed the alignment of the main road to Melbourne, along the present day route of Bay Street.<sup>170</sup> Little happened with this plan, and the settlement continued to develop in a T formation; with buildings strung along the seafront opposite Liardet's jetty and continuing up Bay Street.

Allotments on Bay Street were substantially larger than many of those in the rest of the township, most measuring half an acre. These were offered for sale soon after they were surveyed in 1842, but ultimately withdrawn from sale by Governor LaTrobe,<sup>171</sup> possibly to allow for further development of port infrastructure.<sup>172</sup> Most of the land south of Liardet Street had been sold by 1855,<sup>173</sup> and at the corner of Bay and Liardet Streets, a portion was set aside for the development of a market in 1862. Reserves for the Church of England and Presbyterians were also set aside on Bay Street. To the north of Liardet Street, land was divided in much smaller allotments, most comprising ten perches.<sup>174</sup>

Tenders for 'raising, forming, pitching and metalling' Bay Street were called for in the *Victorian Government Gazette* in May 1853.<sup>175</sup> Deterioration of the surface led to the erection of a toll gate in 1862.<sup>176</sup> Sand drift presented a continual problem for maintenance of the roads and for residents, who frequently complained on the issue.<sup>177</sup> From the mid-nineteenth century, the focus of development shifted from the foreshore area and spread further north along Bay Street, which developed into Port Melbourne's main commercial precinct. A number of civic buildings were also established on Bay, including the Police Station and Post Office which were constructed in the 1860s, as the Council attempted to inject a sense of permanence to the seemingly transient community. Many basic social services were expanded during this period, with many establishing premises on Bay Street. By the 1880s, several of Port Melbourne banks and hotels were on Bay Street. The commercial and civic role of Bay Street was further emphasised by the construction in 1889-90 of a cable tram line through Port Melbourne along Queensbridge Street and City Road into Crockford Street and then Bay Street.<sup>178</sup>

More recently, infill development has substantially altered much of the character of the precinct. Despite this, much of the nineteenth century character of the precinct is retained, especially on the west side of Bay Street. Nineteenth century banks, post offices, hotels and other forms of commercial development all survive in their original form, principally above the verandahs, in Bay Street. In addition is an overlay of late nineteenth century and early twentieth century development, including refacing and upgrading of nineteenth century structures. One feature which is of historical interest is the survival of

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<sup>169</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 11.

<sup>170</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 141.

<sup>171</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.

<sup>172</sup> Jacobs Lewis Vines, *Port Melbourne Conservation Study*, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.

<sup>173</sup> Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 27.

<sup>174</sup> Township plan of the City of Port Melbourne, 1876.

<sup>175</sup> *Victorian Government Gazette*, 4 May 1853, p. 622.

<sup>176</sup> *Victorian Government Gazette*, 9 July 1862, p. 1197.

<sup>177</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 129.

<sup>178</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Melbourne, 1983, p. 141.

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a number of residential buildings, all on the east side of the street, some of which still retain their original function.

### 6.5.3 Description

The Bay Street Commercial Sub-precinct comprises the main commercial centre of Port Melbourne, extending from Graham Street in the south to Ingles Street in the north. The sub-precinct also includes properties facing Lalor Street and Heath Street to the rear of the buildings in Bay Street, as well as properties fronting the north side of Crockford Street.

The sub-precinct has a predominantly nineteenth century retail and commercial built form character with some residential uses, both in purpose built dwellings concentrated at the northern end of the area and in shop-top housing. Civic functions are also present, the most notable building being the Port Melbourne Town Hall at 333 Bay Street.

The west side of Bay Street retains a large proportion of nineteenth century shops, while the east side is less intact with a number of the original buildings replaced with recent office and other commercial buildings. The majority of graded buildings are two-storey terraces with ground floor shopfronts, parapeted first floors and no set back to the main street frontage; similar single-storey examples also exist. The shop buildings are generally constructed as pairs or as longer rows of three or more shopfronts, one of the longer examples being the market buildings at 191-219 Bay Street. The Victorian shops are typically of rendered brick construction with the majority of the architectural detailing, including pilasters, string courses pediments and moulded window surrounds, concentrated in the upper floor of the streetscape façades. Some original (in form, if not in fabric) verandahs remain, while others have been removed or replaced with cantilevered awnings. While many ground level façade and shopfronts have been altered, some of long standing remain with bronze-framed windows and splayed entries. Roofs and chimneys typically do not have a high degree of visibility, and include pitched or hipped forms concealed behind parapets.

There are also some examples of larger graded buildings, many of which have corner presentations. These include several hotels such as Hotel Rex at 145 Bay Street, Chequer's Inn at 316 Bay Street, and Prince Alfred Hotel at 355 Bay Street; the former Port Melbourne Building Society at 226 Bay Street; the Post Office at 253-259 Bay Street and the Church of England group consisting of church, manse and hall in the south of the sub-precinct.

Bay Street also contains pockets of residential buildings, particularly to the east side. Notable examples include the early (c.1859) terrace of six dwellings at 330-340 Bay Street and the double-storey former combined doctor's surgery/residence at 348 Bay Street. North of Raglan Street, the buildings are of mixed residential and commercial character, including the former Faram Bros shop at 405-415 Bay Street (the façade of which remains), the substantial two-storey terraces at 427-435 Bay Street, single storey residences on the east side of Bay Street and the former coach works at the corner of Ingles and Crockford Streets.

Bay Street is wider than the majority of streets in Port Melbourne and features a central median strip, which imparts a distinctive quality and which acts as a marker of a historically important transport route. It contains a variety of plantings which are of relatively recent date, post-dating the removal of the tram lines which ran along the centre of the street. Street trees are also planted along the footpaths for the length of Bay Street, with a concentration to each side of the Town Hall in Spring Streets North and South.



**Figure 6.5–2 – The market buildings at 191-219 Bay Street**



**Figure 6.5–3 – View of the west side of Bay Street**

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## 6.5.4 Statement of Significance

Forming part of the Port Melbourne area (HOI) and contributing to the significance of this broader overlay, the Bay Street Commercial Sub-precinct is of local historical and architectural significance in its own right. Historically the original route from Hobsons Bay to Melbourne and the commercial centre of Port Melbourne from the mid nineteenth century, the street retains much of its nineteenth century appearance, particularly on the west side. It is characterised by largely uniform two-storey terraced shops with interspersed pockets of residential buildings. Bay Street has remained Port Melbourne's principal shopping area and continues to accommodate several public buildings, including the Town Hall which is the civic focal point of the suburb.

## 6.5.5 Assessment

Lovell Chen 2011

## 6.5.6 References

1. Jacobs Lewis Vines, Port Melbourne Conservation Study, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 11.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 141.
3. Jacobs Lewis Vines, Port Melbourne Conservation Study, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.
4. Jacobs Lewis Vines, Port Melbourne Conservation Study, prepared for the Port Melbourne City Council and Australian Heritage Commission, Melbourne, 1979, p. 71.
5. Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 27.
6. Township plan of the City of Port Melbourne, 1876.
7. *Victorian Government Gazette*, 4 May 1853, p. 622.
8. *Victorian Government Gazette*, 9 July 1862, p. 1197.
9. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 129.
10. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Melbourne, 1983, p. 141.

# 6.6 Port Melbourne HO1 - Port Melbourne Railway Reserves Sub-Precinct

## Existing designations:

|                            |     |
|----------------------------|-----|
| Heritage Council Register: | N/A |
| National Estate Register:  | N/A |
| National Trust Register:   | N/A |

## 6.6.1 Location and Extent

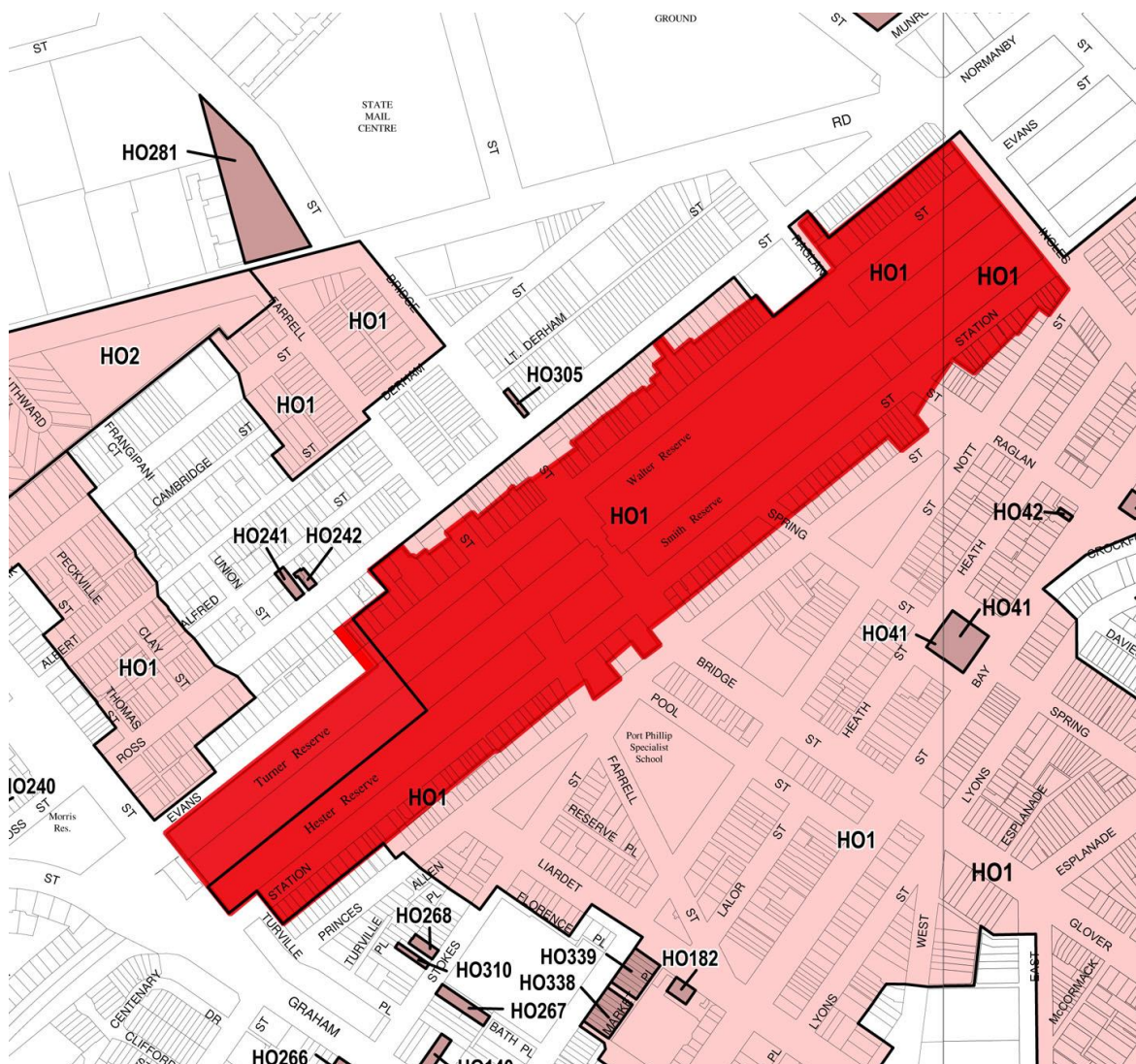


Figure 6.6-1 – Port Melbourne HO1 - Port Melbourne Railway Reserves Sub-precinct

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## 6.6.2 History

In 1852 Governor LaTrobe gave his approval for a plan to develop a rail link between Hobson's Bay and the settlement at Melbourne.<sup>179</sup> The Melbourne and Hobson's Bay Railway Company was incorporated by an Act of Parliament the following year and granted a generous tract of land for the construction of a double set of rails running the extent of the two miles from Melbourne to the Bay.<sup>180</sup> The generous width of the reserve to either side may have been predicated on the fact that the railway was the first in Australia, and there was no precedent from which to gauge the degree of impact that it would have on the amenity of the area. The Act authorised the company to 'construct and finally complete and keep in repair a Railway or Railways with one or more sets of rails or tracks and all necessary wharves, piers, jetties and other proper works.'<sup>181</sup> Construction commenced in 1853 and was completed by 1854. Regular services commenced in November 1854. It is thought to have been the first railway constructed in Australia.

Rail crossings were not initially allowed for in planning and the railway effectively bisected the settlement at Sandridge. Development to the west of the railway line stagnated for some years after the construction of the line; to the extent that land to the west of the line does not feature on plans of the Township of Sandridge dated 1855.<sup>182</sup> This division was reinforced in 1855 by a new Crown Lands Department plan for the area, which specified that no development was permitted in the area west of the railway line, partly because of the proposal that a ship canal be cut from Sandridge to Melbourne.<sup>183</sup> More broadly, the opening of the railway had a negative effect on the fledgling community at Sandridge. Rapid transportation of goods and passengers from the Bay to Melbourne meant little time was spent in Sandridge proper.

Division of the township by the railway also enabled land sales. Land immediately fronting the railway reserve, to the west of the line, was subdivided into one rood allotments in the 1860s and auctioned in a series of land sales. Land closest to the bay was sold first, in an initial auction held on 10 August 1866. A second auction was held on 28 May 1867. Most of the allotments sold to speculators, with several buying up large tracts of adjoining land. Robert Byrne purchased several of these allotments, adding to his extensive holdings in Sandridge. W Thistlethwaite also purchased several allotments. On the east side of the railway line, allotments were much smaller, with most measuring little more than ten perches. A plan of the Township of Sandridge dated 1855 shows the land fronting the railway reserve had already by that stage been subdivided, though they remained unsold.<sup>184</sup> By 1895 there had been substantial residential construction – in both brick and timber - on the allotments on both sides of the railway line.<sup>185</sup>

The reserves on either side of the Melbourne and Hobson's Bay Company's railway line initially formed part of the railway reserve. Following the construction of the railway, the land was temporarily reserved for Ornamental purposes in 1866,<sup>186</sup> and made permanent reserves in 1886.<sup>187</sup> A further section, to the south of the line, was reserved for public gardens. As Turnbull and U'Ren have noted, the Port Melbourne Council of the period did not regard the development of the new municipality's

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<sup>179</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, 1983, p. 30.

<sup>180</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 30.

<sup>181</sup> Extract from *An Act to incorporate a Company to be called "The Melbourne and Hobson's Bay Railway Company"* 1853.

<sup>182</sup> Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 27.

<sup>183</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 84.

<sup>184</sup> Plan of the Township of Sandridge, 1855 included in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, Oxford University Press, Auckland, New York, 1983, p. 27.

<sup>185</sup> MMBW Plan 18 of Port Melbourne, c. 1930, State Library of Victoria.

<sup>186</sup> *Victorian Government Gazette*, 25 February 1970, p. 381.

<sup>187</sup> *Victorian Government Gazette*, 10 September 1886, p. 2625.



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parks and gardens as a priority, and though a considerable amount of land had been reserved throughout the suburb, little development took place.<sup>188</sup>

By the mid-1860s, only three of the blocks of the ornamental railway reserve, comprising a total of just over a hectare of land, had been fenced. The reserves were partly grassed and partly planted with trees, shrubs and flowers.<sup>189</sup> The level of expenditure on the reserves appears to have been limited in the 1860s, as the following description from the Record of 1869 suggests:

*We of Sandridge have much to be thankful for in the shape of reserves... there is the railway reserve - more sand decorated by a few patches of abortive vegetation with the ornamental addition of old shoes and remains of animal life, the whole surrounded by a rusty and extremely unornamental fence. 190*

Perhaps prompted by these remarks, in July 1869, the Council authorised for a loan fund major planting in the railway reserves.<sup>191</sup> The commencement of construction work on the Coode Canal in the 1880s freed up land to the west of the railway for sale. By October 1886, new residents were reportedly complaining about drifts of sand from the Bend.<sup>192</sup>

Sporadic development of the railway reserves was carried out over the next thirty years, including, for example, the large-scale planting of trees in 1889, and again between 1895 and 1898.<sup>193</sup>

By 1908, historic images show parts of the reserve had been developed with ornamental plantings and curved pathways for promenading (Figure 6.6–2). Frequent vandalism of plantings in the railway reserves prompted equally frequent complaints over their amenity. The Council responded in 1910 with a £16,000 loan plan, involving, amongst other projects, substantial upgrades of municipal reserves.<sup>194</sup> The plan, and subsequent loan proposals, failed due to lack of support.

Historic aerial photographs show planting in the reserves by that date and indicate that some portions of the reserves were more developed than others. Plantings in the section to the north-west are quite scant, while other portions in the centre of the reserve are more substantially developed. Dense residential development fronting Evans and Station Streets is also shown. By the 1950s, the various portions of the reserve had been named Smith, Gill and Walter reserves. The Cook and Turner reserve, adjoining Graham, Bridge and Evans Street, developed in different manner.

In 1885, the Council agreed to revoke the reservation for an ornamental plantation on the west side of the railway line between Graham and Bridge Streets and the land was reinstated to the Railways Commissioners for use as railway workshops.<sup>195</sup> The workshops did not eventuate, however, and the land was used for grazing until as late as 1912, and subsequently for timber loading.<sup>196</sup> As compensation for the abandonment of the railway workshops proposal, the Government agreed to construct a railway station, initially known as Graham Street, and from 1909, known simply as Graham.<sup>197</sup> Subsequently, the construction of the new passenger terminal - Princes Pier - to augment the heavily-used Station Pier in 1912-1915, required a new spur line which adjoined the west side – or ‘up’ platform of the Graham Street station. Railway sidings and infrastructure occupied part of the present-day Turner Reserve – apart from a narrow strip of plantings bordering Evans Street - until 1987 when the

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<sup>188</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>189</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>190</sup> *Record*, 16 September 1869 quoted in U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>191</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 100.

<sup>192</sup> U'Ren, Nancy and Turnbull, Noel, *A History of Port Melbourne*, OUP, 1983, p. 129.

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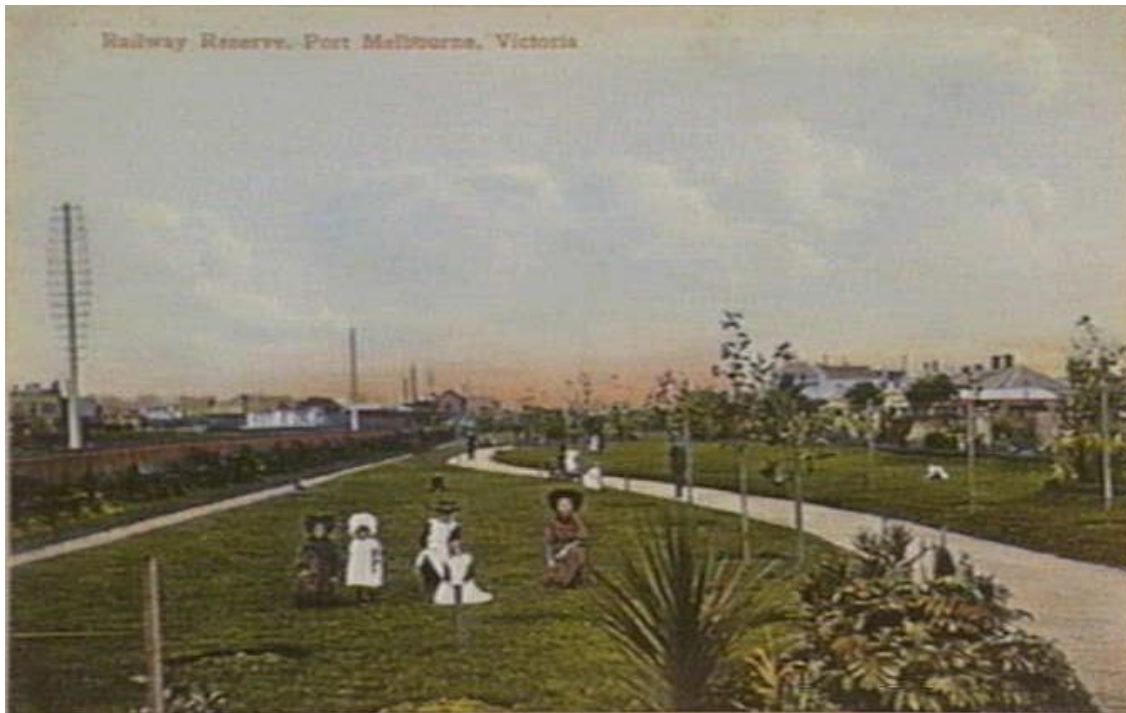
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line, railway station and sidings were removed and replaced with the present light rail service (Figure 6.6–3).



**Figure 6.6–2 – A c. 1908 postcard showing the Railway Reserve at Port Melbourne. Note the ornamental plantings and residential development adjacent to the reserve.**

Source: State Library of Victoria.



**Figure 6.6–3 – 1987 photograph showing the site of Graham railway station looking north. The sidings to the left side of the image are now absorbed into the Turner Reserve.**

Source: Weston Langford

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### 6.6.3 Description

The Port Melbourne Railway Reserves sub-precinct includes the original strip of landscaped reservation on each side of the original railway - now light rail - line bounded on each side by Princes and Evans Streets between Boundary Street to the north and Graham Street to the south. The light rail line runs down the centre of the reservation, slightly raised above and separated by fencing from the landscaped strips to each side. The reservation is simply landscaped, with grassed surfaces and relatively densely planted with rows of mature *Schinus molle* (Peppercorns), *Quercus* sp. (Oaks), *Ulmus* sp. (Elms), *Ficus macrophylla* (Moreton Bay fig) and other species. The reservation is traversed by Ingles, Raglan and Bridge Streets, which cross the line by level crossings. These are marked by low-height random freestone walling. Plantings to the Turner Reserve, apart from the south end bordering Graham Street, comprises a line of mature trees close to the footpath, which previously screened the railway sidings located here until the 1980s. Behind, an extensive linear lawn area occupies the site of the former sidings. The adjoining Cook Reserve to Graham Street includes a seating enclosure, bounded by the same freestone walling. This is part of a memorial dedicated to residents who died in the Windsor Railway accident of 1887.<sup>198</sup>

Apart from the greater maturity of the plantations, the railway reservation has changed significantly from its early to mid-twentieth century appearance by the major alterations that have occurred to the railway both before and after the conversion of the line to a light rail route. Graham and North Port railway stations have both been replaced by simple steel-framed platform shelters, and the original station buildings and gated level crossings have been removed. A pedestrian and cycle trail has also been established to the west side of the railway line, running parallel to Evans Street, through the Cook, Turner, Walter, Gill and Fennell Reserves. A granitic sand walking track traverses the corresponding Hester, Smith, Howe and Page reserves running parallel to Station Street. A playground has been established in the Walter reserve. Of interest, a c. 1940s horse trough survives near the corner of Evans and Bridge Street and an early pillar box is located nearby.

The buildings in Evans and Station Streets facing the reservation are almost all residential and are of a wide variety of types and sizes ranging from typical single-fronted single-storey timber cottages to substantial two-storey brick and rendered houses. Compared with other Port Melbourne streets, there is a greater proportion of large two-storey terrace houses and large detached single storey villas, no doubt reflecting the desirability of the outlook across the reservation. Significant examples include the two storeyed Italianate residences at 73 and 75 Evans Street, to the west side of the reserve and 165 Station Street (Emerald House), 164 Station Street (Ulster House), 163 Station Street (Derwent Coffey House) and 160-62 Station Street (Alfred Terrace) to the east side of the reserve. While there has been some rebuilding and infill building to both Station and Evans Street, this has generally been of modest scale with the replacement of single residences with newer single family residences in the 1970s and 1980s a more common event than multi-unit development, which where they have occurred, are only of medium scale and with a height of two to three storeys. The Albion Hotel and Swallows Hotel terminate separate blocks of Evans and Station Street respectively. This is a noted characteristic of Port Melbourne's residential streetscapes where commercial buildings, typically corner shops and hotels occupy corner sites – an indication of the original pedestrian character of the area.

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\*\*Footnote Missing\*\*



**Figure 6.6-4 – The Howe Reserve, showing mature plantings, looking south.**



**Figure 6.6-5 – Remnants of the Railway Memorial, Cook Reserve, adjoining Graham Street.**



**Figure 6.6–6 – Station Street between Ingles and Raglan Street.**



**Figure 6.6–7 – Swallows Hotel, corner Ingles and Station Streets.**



**Figure 6.6–8 – Evans Street between Raglan and Bridge Streets.**

#### 6.6.4 Statement of Significance

Forming part of the Port Melbourne area (HOI) and contributing to the significance of this broader overlay, the Port Melbourne Railway reserves sub-precinct is of local historical, aesthetic and social significance in its own right.

The sub-precinct is historically significant, being reserved as part of the first steam railway to be constructed in Australia, which opened in 1854. The reserves were intended to act as a buffer, providing a degree of separation between the rail corridor and the allotments which faced it from Station and Evans Streets. In 1866, the land was reserved for ‘ornamental purposes’. By the turn of the nineteenth century, many of the allotments facing the reserves had been developed with a combination of housing types, in both timber and brick being constructed, ranging from single-fronted timber cottages to elaborate and substantial two-storeyed brick and rendered residences. Corner allotments were generally occupied by commercial buildings, including hotels. The named reserves together make up one of a very small number of landscaped reserves in Victoria specifically associated with a railway alignment. For many years this was the only major landscaped area in Port Melbourne until the infilling of the central section of the Lagoon in the early twentieth century. Historically and socially, the sub-precinct has been and continues as a focus for passive recreation in the area, with elements of built form including the low height random freestone rock walling and the remains of the memorial adjacent to Graham Street, contributing to the setting. Aesthetically, the Reserves sub-precinct is of importance in the local context; the landscape quality of the relatively dense tree plantations between Boundary Street and Graham Street is unique in Port Melbourne.

#### 6.6.5 Assessment

Lovell Chen 2011

#### 6.6.6 Recommendation

It is recommended that the *Port Melbourne Light Rail Reserves Master Plan & Conservation Report*, prepared by Aspect Melbourne Pty Ltd be adopted as a reference document to guide the future management of the reserves.

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### 6.6.7 References

1. Aspect Melbourne Pty Ltd et al., Port Melbourne Light Rail Reserves Master Plan & Conservation Report, July 2002.
2. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, 1983, p. 30.
3. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 30.
4. Extract from An Act to incorporate a Company to be called "The Melbourne and Hobson's Bay Railway Company" 1853.
5. Plan of the Township of Sandridge, 1855, included in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 27.
6. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 84.
7. Plan of the Township of Sandridge, 1855 included in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, Oxford University Press, Auckland, New York, 1983, p. 27.
8. MMBW Plan 18 of Port Melbourne, c. 1930, State Library of Victoria.
9. *Victorian Government Gazette*, 25 February 1970, p. 381.
10. *Victorian Government Gazette*, 10 September 1886, p. 2625.
11. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
12. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
13. Record, 16 September 1869 quoted in U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
14. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 100.
15. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 129.
16. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, pp. 134, 180.
17. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 196.
18. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 134.
19. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, pp. 134, 203.
20. U'Ren, Nancy and Turnbull, Noel, A History of Port Melbourne, OUP, 1983, p. 134.
21. The remainder of the structure has been relocated to the seafront at a date unknown. Pers. Comm., HOI Community Engagement Workshop, 23 March 2011.

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## 6.7 Port Melbourne - the Garden City Housing Estates - Ho2

### Existing Designations:

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

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### 6.7.1 Description

The Garden City Housing estates consist of five parts:

1. The State Savings Bank estate east of Tucker Avenue (1927-29)
2. The Public Works Department estate east of Graham Street (1936)
3. The State Savings Bank estate west of Tucker Avenue (1937-48)
4. The Housing Commission of Victoria “quartets”, east of Southward Avenue (1940)
5. The Housing Commission of Victoria Fisherman’s Bend estate (1939-42).

All of the estates demonstrate a pre-occupation with the creation of a new landscaped residential environment in contrast with the confined and blighted housing areas that they were designed to replace. As a consequence the roads are of minimum width with emphasis being given to the nature strips and parklands incorporated in the developments. The **State Savings Bank estates** consist of two parts separated by the Garden City reserve now facing a new housing estate but originally overlooking the railway line to Princes Pier and associated wastelands. They consist typically of attached two storeyed pairs of somewhat picturesque design repeated throughout the estates and characterized by the use of rough cast walls, originally unpainted, hipped tiled roofs and tiny Arts and Crafts influenced porches. The upper levels are divided from the lower by a plain cement band and many of the chimney stacks retain their paired terra cotta pots. Today, their original low front and side fences and gateways have been replaced and many owners have painted over the dull grey rough cast walls but in spite of these changes the level of integrity is high.

The **Public Works Department estate** east of Graham Street is, by comparison, small, consisting of two streets: Griffin Crescent and Southward Avenue. The houses are built as two storeyed duplex units in the prevailing English Domestic Revival or English Cottage style with steeply pitched gable roofs. Typical elements include picturesque round arched front porches, half timbering, stepped and angled chimneys, rusticated clinker brickwork with contrasting stuccoed finishes, plain red and cream brickwork and gable end motifs. The roads are narrow and the nature strips wide and there are low brick and wrought iron fences. In recent years many of the original timber windows have been replaced in aluminium and the low front fences have given way to higher picket fences and brick fences along the Williamstown Road.

The **Housing Commission of Victoria “quartets”** are located on the Williamstown Road and numbered 444A/B to 478A/B. They consist of nine two storeyed gable roofed blocks of four dwelling units with clinker brick facebricks and timber double hung windows. The terra cotta tiled roofs have plain central chimney stacks as their most dominant features, the strength of the estate’s design being attained through the simplicity of the “quartets” in conjunction with their garden forecourt formed by the manner in which they are stepped back from the Williamstown Road. Today, the forecourt is landscaped with a variety of mature trees including golden poplars and is further distinguished by the absence of front fences. There are later additions at the rear of each block.

The **Housing Commission of Victoria’s Fisherman’s Bend estate** is the largest of the estates, commencing at the western corner of the Garden City reserve and extending westward between Howe Parade and The Boulevard as far as Todd Road. The street layout is geometric with a central



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landscaped avenue having the Garden City service centre at the Williamstown Road end and the Ada Mary A'Beckett kindergarten of recent date at the other facing The Boulevard and the Bay. The streets are either laid out as courts or enclose the expansive open space areas now known as the Buckingham and Julier reserves. The houses are either of brick or concrete construction and demonstrate a self-conscious avoidance of style in response to the influence of the emerging Modern Movement. Standard house types are repeated throughout the estate with planned relationships, the two storeyed units usually occupying the corner sites and the single storeyed units occupying the intermediate sites. At Central Avenue the two storeyed units are sited at an angle across their blocks either side of the entry to the avenue, thereby giving an architectural emphasis to it. Elsewhere, the courts are laid out symmetrically with one unit terminating the vista across the end of the court and flanking units of identical design facing each other across the roadway down to the corner units which are two storeyed. Design elements are gabled roofs with terra cotta tiles, clinker brick, red brick and concrete walls, plain centrally located chimney stacks in the manner of the "quartets" and timber gable ends. Original wire mesh fences survive although these have commonly been replaced with later brick fences. Many units have received minor and sympathetic changes, usually focusing on the entrance porches which were originally understated and are now larger affording a greater degree of weather protection. A number of houses along The Boulevard have sustained marked change. They are now unrelated to the cohesive architectural character of the estate and are characterized by the introduction of stylism in an otherwise architecturally "modern" environment. Recent public housing has also been completed between Barak and Beacon Roads.

### 6.7.2 History

The Port Melbourne Council, long aware of the over crowded and sub-standard nature of some of the houses within the municipality, had identified the land at Fisherman's Bend as a possible future housing site from as early as 1912<sup>199</sup>. Its plans, however, were frustrated by the Harbor Trust which asserted its prior claim to the land. Nevertheless a 1914 Royal Commission into housing standards in Melbourne's inner suburbs focused attention on the need for improved worker accommodation and in 1920 the Housing and Reclamation Act authorised the building of homes by public bodies. The State Savings Bank was the first agency to participate in this scheme through loans made by its Credit Foncier Department. It purchased 45 acres of land at Fisherman's Bend between February 1927 and August 1929 and the first houses were built along Walter and Poolman Streets, Tucker and Crighton Avenues, east of the Garden City reserve in 1927. It became the first public authority to develop housing at Fisherman's Bend and was strongly supported in its endeavour by the Port Melbourne City Council. The new estate was known as Garden City and 154 houses had been built by 1929. The name was not surprisingly called "Garden City" because of the emphasis given to the landscaped garden setting for the dwellings in the European traditions of Letchworth (1903), and Welwyn near London and Vreewyke near Rotterdam (1918). The houses themselves also borrowed from English precedents, the London County Council schemes at the St. Helier Cottage estate, Surrey (1928) and the Roehampton Cottage estate at Wandsworth (1921) along with others being highly comparable. They used two and three storeyed housing blocks lining landscaped streets and facing parklands usually in the English Domestic Revival manner<sup>200</sup>. When the State Savings Bank first acquired the land in 1927, the Lands Department had stipulated that one acre in every ten must be reserved for 'plantation and recreational purposes'. The Bank thus planned to include a single two-acre park within the next stage of its estate. The lodged plan of subdivision, dated September 1931, shows the reserve as a large triangular area of vacant land, with frontages to Howe Parade and Tucker Avenue. It was the alignment of the navigation beacon, and not Beacon Road, that formed the western boundary of the reserve. In April 1934, the Garden City reserve was transferred to the ownership of the 'Mayor, Councillors and Citizens of Port Melbourne'<sup>201</sup>.

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<sup>199</sup> See U'Ren, N., Turnbull, N., *A History of Port Melbourne* OUP, 1983, p.227.

<sup>200</sup> See Forshaw, J.H. and Abercrombie, P., *Country of London Plan* prepared for the London County Council, Macmillan and Co., London, 1944, pp.74-83.

<sup>201</sup> Heritage Alliance, *Garden City Reserve, Beacon Road and Tucker Avenue, Port Melbourne – History*, July 2006.

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The Bank continued its program of housing by commencing work west of the Garden City reserve after March, 1937<sup>202</sup>. Work was prolonged by the Second World War, the western portion being completed in 1947-48. During the latter years of the War, the notion of the Garden City reserve as an important focus for the community was further imprinted when two air raid shelters were erected there. The shelters fell into disrepair after the War and were later dismantled and filled in.

As a consequence of the Housing Investigation and Slum Abolition Board's work commencing in 1936, premier Dunstan instigated an experimental housing project on the Williamstown Road. It consisted of 44 houses in the Southward Avenue/ Griffin Crescent area and constituted the State Government's first housing scheme. It too owed something to the English Garden City tradition and to the precedents established by the State Savings Bank at Fisherman's Bend. Nevertheless the houses themselves, though adopting the English Cottage style, were more in the builders' vernacular of the day as it had been popularised in Melbourne rather than in line with English medium density housing practices better seen in the State Savings Bank estates.

In 1937 the Housing Act provided for the constitution of the Housing Commission of Victoria and the Slum Reclamation and Housing Act of 1938 set down its operational objectives which were to improve existing housing conditions, to determine minimum standards, to reclaim insanitary areas, to provide houses for persons of limited means and to determine areas for residential and other uses<sup>203</sup>. The Commission commenced immediately to secure land at Fisherman's Bend and proceeded to reclaim it prior to commencing building works. Its newly appointed panel of architects made up of Frank Heath, Arthur C. Leith, Best Overend and John F.D. Scarborough, developed a master plan for the site and a range of standard dwelling types. The street plan had the appearance of similar English projects of the period such as one at Bermondsey where a central avenue with semi-circular crescents and expansive areas of open space were prominent. The main elements were the entrance, a shopping centre and square, open play areas and the dwellings themselves. The houses also reflected English practices of the 1940's by demonstrating the abandonment of stylism in favour of somewhat austere gable roofed blocks and terraced rows. The architects panel successfully investigated the design and construction of houses in pre-fabricated concrete using a system developed by T.W. Fowler. They were built in groups to contrast with the more common brick dwellings that also conformed to standard designs. Work continued throughout the war years. By mid 1941 there were 68 houses in course of erection but the work had been completed and the estate finished by the middle of 1942.

The 1936-37 survey of the Housing Investigation and Slum Abolition Board disclosed that 15% of the occupants of substandard houses were couples without children. They were accommodated in one bedroom dwellings in groups of four called "quartets" on the Williamstown Road. The site was of two acres and there were nine blocks accommodating 36 separate living units. The project was carried out in 1939-1940.

### 6.7.3 References

Annual Reports of the Housing Commission of Victoria.

Refer footnotes.

### 6.7.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

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<sup>202</sup> U'Ren, N., Turnbull, N., op.cit., p.236.

<sup>203</sup> First Annual report of the Housing Commission of Victoria for the period 1.3.38 to 30.6.1939

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- Living with slums, outcasts and homelessness.

### 6.7.5 Statement of Significance

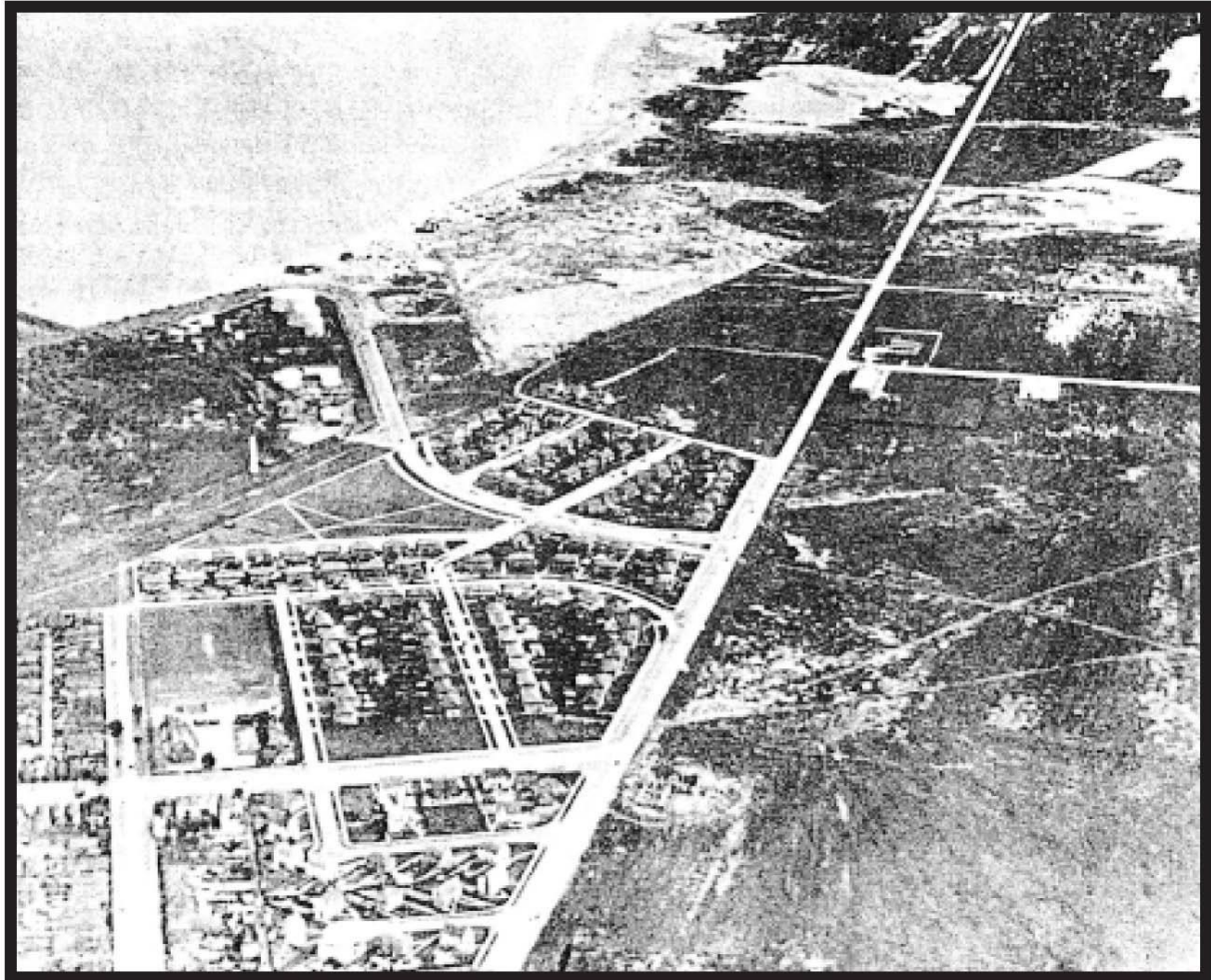
The Garden City housing estates are of historic importance in that they demonstrate the entry of public authorities into the provision of housing for the first time in Victoria's history (Criterion A). These authorities were initially the State Savings Bank of Victoria and the Public Works Department but from 1939 included the Housing Commission of Victoria which supplanted the Public Works Department in the field of public housing. In these respects the estates are symbolic of a watershed in government thinking whereby and as a consequence of earlier reports and enquiries the Government took on responsibility for accommodating persons of limited means at improved standards. The estates were also, for a period, the largest of their kind and demonstrated not only the elements of such estates (Criterion D) but also the extent to which the Commission and its panel of architects was influenced by English planning precedents. The areas had great social significance in Port Melbourne, representing the culmination of decades of agitation by the Port Melbourne Council for improved housing conditions within its municipality (Criterion G). Finally, the houses and their environments, including the Garden City reserve, demonstrate good design practices for their period and the Government's most advanced thinking in the field of public housing (Criterion E).

### 6.7.6 Recommendations

Recommended for inclusion on the schedule to the Heritage Overlay.

### 6.7.7 Assessment

Andrew Ward, May, 1998

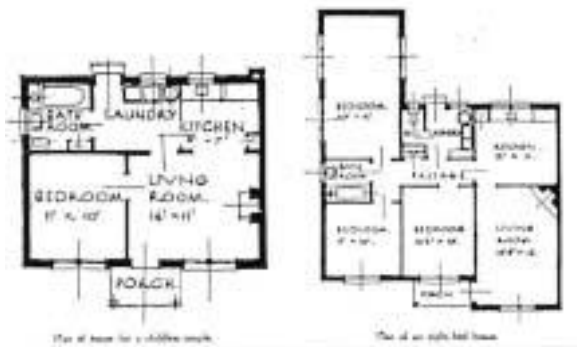
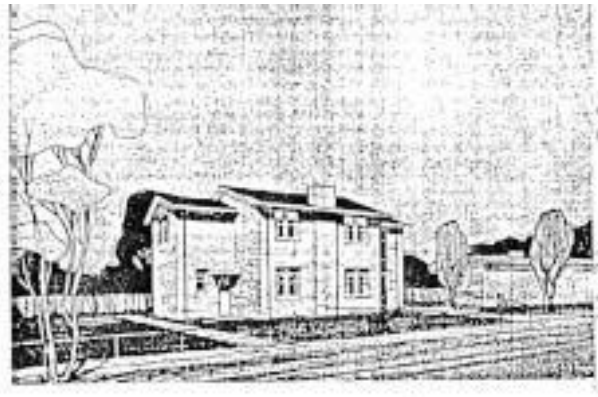


**Figure 6.7-1 – View looking west of the State Savings Bank’s Garden City development prior to the commencement of the work of the Housing Commission of Victoria.**

Source: “They can carry me out”, Vintage Port: Worth Preserving Project, 1991, p.41.

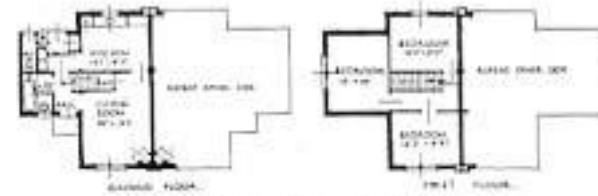


PAIR OF TIMBERED HOUSES

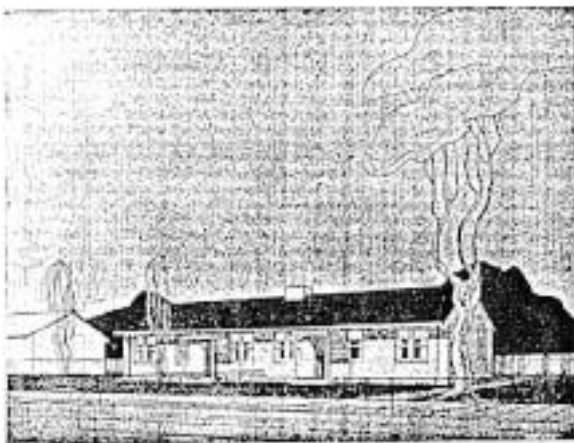


Plan of house for a three-room.

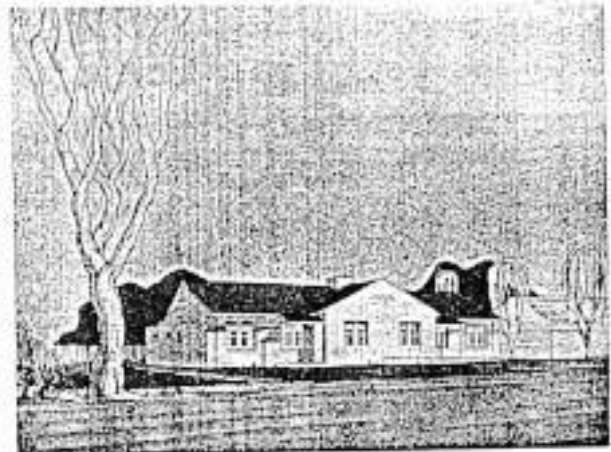
Plan of a four-room house.



PLAN AND ELEVATION OF A SHARED TENANTRY UNIT.



A PAIR OF SIX-ROOM HOUSES



ELEVATION OF A PAIR OF SIX-ROOM HOUSES



PLAN OF SIX-ROOM HOUSE

PLAN OF FOUR-ROOM HOUSE



ALTERNATE PLANS OF TIMBERED HOUSES

**Figure 6.7-2 – Standard designs prepared by the architects panel of the Housing Commission of Victoria for use at Fisherman’s Bend and elsewhere.**

Source: Annual Reports of the Housing Commission of Victoria.



**Figure 6.7-3 – Beacon Road, at the Crighton Avenue intersection, showing the narrow pavements and expansive lawns of the State Savings Bank estate commenced at this location in 1927.**



**Figure 6.7-4 – Unpainted rough cast duplex units in Crighton Avenue, complete with crimped wire front fences.**



**Figure 6.7-5 – The Public Works Department estate of 1936 off Williamstown Road, showing the English cottage style houses characteristic both of the era and the estate.**



**Figure 6.7-6 – The Housing Commission of Victoria's "quartets" of 1939-40, on Williamstown Road.**



**Figure 6.7-7 – Looking across the Julier Reserve, Garden City, emphasising the garden suburb environment and the arrangement of the estate along English lines around a landscaped common.**



**Figure 6.7-8 – Plantation at the shopping centre in Centre Avenue, showing the siting of two storeyed blocks either side of the point of entry to this important thoroughfare within the estate.**



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## 6.8 South Melbourne City Road Industrial Area - HO4

### Existing Designations:

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

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### 6.8.1 Description

This Area is bisected by the St. Kilda light railway embankment and bordered by Ferrars Street on its west side, the Westgate Freeway on its north side and by Market Street on its south side. City Road is the principal thoroughfare through the Area and it is terminated at one end by the elevated Westgate Freeway and at the other by the former St. Kilda railway bridge and embankment. Its visual integrity has been recently compromised by large advertising sky signs erected on factory roofs and on freestanding poles within the Area to be viewed at speed by motorists passing on the nearby freeway. South City Holden, formerly the assembly plant and central administrative offices for the General Motors Corporation of America, is the dominant building at the north-east end of City Road. It is a large two storeyed showroom and office complex of the inter-war period in the Classical Revival mode and its façade survives in a substantially intact state. At the rear, Blackeney Place is a fully pitched lane overlooked by Holden's Quality Spare Parts building, formerly the premises of the Ballarat Brewing Company Ltd. No. 48 Cecil Street, which demonstrates the early-twentieth century origins of the Area, forms part of the former f Johns and Waygood, complex that occupies about half of the block bounded by City Road, Cecil Street and Whiteman Street

The former Johns & Waygood complex comprises a series of multi-story buildings along Cecil Street with single-storey sawtooth-roofed warehouse bays behind facing City Road. The City Road/Cecil Street corner is occupied by the post-war four-storey, curtain-walled, office building, with aluminium-framed windows and enamelled steel spandrels. The eastern half of the site has two three-storeyed red brick buildings on Cecil Street. The older (No 48) has rendered friezes, dentillated cornices and rectangular windows with projecting sills and timber-framed double-hung sashes, while the adjacent building (c.1920s) is of a simpler finish, with unadorned face-brick façade, wide bays of double-hung sash windows. Ground floor openings have been enlarged and replaced with aluminium frames. The City Road warehouses have brick gable ended bays extending through to Whiteman Street, constructed with large steel and timber columns and queen-post truss roofs supporting large ridge lanterns. The Whiteman Street façade is timber framed and clad in corrugated galvanised iron. The roofs are also clad in CGI, with the end trusses at Whiteman Street cut at an acute angle

The former Johns & Waygood complex is opposite the former cable tram engine house, which is not only of historical interest but also of architectural interest as an ostentatious late Victorian Renaissance influenced building not unlike other engine houses in Melbourne. The railway bridge is distinguished by its bluestone piers and riveted iron girders and the curved embankment, which survives as a reminder of the South Bank viaduct, demolished in 1993 to make way for the Casino complex. This alignment is given emphasis by the fully pitched lane known as Railway Place that follows the embankment on its west side linking the industrial buildings previously noted with no. 129 Douglas Street, once a stores building for Elder Smith and Co. Ltd. and 21 Meaden Street, formerly Dunne and McLeod's stores. Nearby, surviving early industrial buildings in Ferrars Street include the former premises of the Union Can Company Pty. Ltd. At the Ferrars Street / City Road intersection, the "Wayside Inn" of 1915 recalls the role of South Melbourne's hotels in accommodating, feeding and in other ways sustaining the local working population. Pitched kerbs remain in City Road and Cecil Street to complement the pitched lanes found frequently throughout this section of South Melbourne.

The name Ballantyne Street, formerly Grant Street, is an indicator of the presence of K.L. Ballantyne Pty. Ltd., wholesale grocers, whose clinker brick premises impart a domestic character to this

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otherwise commercial Area. Nearby is the two storeyed offices and warehousing space at no.9, formerly the premises of Marrickville Margerine Pty. Ltd. and resplendent today for its prestigious Moderne façade treatment. At the back of Ballantynes' are massive industrial premises presently associated with Spotlight and a two storeyed bi-chrome brick (?) building occupied by H.W. Hoarse Pty. Ltd., motor engineer as recently as 1950<sup>204</sup>. On the other side of Market Street are the red brick premises formerly occupied by D. W. Dalton and Co., engineers alongside the Modernist façade of the old Herald and Weekly Times stores<sup>205</sup>.

## 6.8.2 History

Kearney's map of 1855 shows that the land north of City Road (then Sandridge Road) was poorly drained and avoided on account of its flood prone nature. To the immediate south was Emerald Hill. The Port Melbourne railway had been in existence for a year with the St. Kilda line following as far as Emerald Hill on 16.9.1858. Circumstances are substantially the same on Commander Cox's map of 1866. There are industrial premises on the Yarra River bank and walking tracks connect them with the Sandridge Road and Emerald Hill across the land subsequently developed as a part of Melbourne's industrial hub. The St. Kilda railway approached the Sandridge Road on a low presumably timber trestle bridge over a large pond, which in times of flood would have become a sheet of water. It was subsequently replaced by the present viaduct by the Victorian Railways when David Munro contracted to build the Southbank viaduct on 25.1.1886 between the surviving Falls Bridge and Clarendon Street followed by the City Road bridge erected by Mephan and Ferguson in 1899<sup>206</sup>.

The Port Melbourne cable tramway service was opened along City Road as the second last cable line to be opened on 20.6.1890. A new engine house was erected at nos. 357-61 City Road. Although a preferred location would have been at the junction of the Port Melbourne and South Melbourne lines, the present site was selected presumably on account of the inflated land prices of the day<sup>207</sup>. As a consequence, the South Melbourne cable had to be routed back through the Port Melbourne tunnels before being deflected back into Clarendon Street. When the Yarra River flooded, the tunnels and engine house pit would be filled leading to water damage to the cable. At this time, the south side of City Road was fully built up. West of the engine house were single storeyed terraces mixed with industrial enterprises running down to the level crossing at Whiteman Street. There were some houses on the north side of City Road and two industrial premises opposite the engine house. In Ferrars Street row houses were the order of the day. In Market Street houses were again numerically superior to factories and it can be concluded that South Melbourne's nineteenth century industrial ascendancy was achieved without a significant impact on the land in this Area.

Priestley notes that "regenerated industry and business provided the basis for South Melbourne's swift rise in population during the first decades of the twentieth century"<sup>208</sup>. The flood prone land around the railway line played a role in this growth. Port development at the time was paralleled by an extension of the riverside industry prompting the Council to embark on a program of pitching the main roads in the Area. In 1908 the Union Can Company purchased the terraced houses in Ferrars Street at the railway line and commenced building its manufacturing premises, close by the docks where its sheet metal was offloaded. By 1938, this company had expanded to cover most of the block between Ferrars and Meaden Streets. W.H. Johnsons James was also in Meaden Street, next door was a paint manufacturer Brolite Pty Ltd, which had a spectacular explosion destroy much of the factory in 1947, but it continued to operate at least until the late 1950s.<sup>209</sup>

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<sup>204</sup> Sands and McDougall directory.

<sup>205</sup> Now occupied by Australia Post.

<sup>206</sup> See Ward, A., "The St. Kilda Railway", 1981.

<sup>207</sup> Keating, J.D., *Mind The Curve! A History of the Cable Trams*, MUP, 1970, p.77.

<sup>208</sup> Priestley, op.cit., p.240.

<sup>209</sup> Fisherman's Bend additional heritage place assessments (Biosis Pty Ltd, 2015), p.99

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Johns and Waygood, later Johns Perry, established their premises in City Road in 1910, which comprised offices, stock stores, blacksmith's shop, structural shop, fitting and machine shop, power house, stables, store sheds and a caretaker's cottage along Cecil Street. The complex was later extended along City Road. Additions carried out in 1954 by noted commercial architects Bates, Smart & McCutcheon culminated, in 1960, with the complete rebuilding of the main office, on the corner on Cecil Street and City Road, as a four-storey curtain-walled building. At that time, the western portion was used for structural fabrication and a plate yard, and the buildings on Cecil Street as a general store, machine shop and fitting shop. Towards the end of that decade, the firm sold off the western half for private development with the buildings being occupied by a variety of engineering works and later automotive auctions. It was Peter Johns who built at least one of the iron houses in Coventry Street and the footbridge at South Melbourne station<sup>210</sup>.

By 1926 the General Motors Corporation of America was building its assembly plant and national administrative headquarters in City Road. By the late 1930's motor buses were seen to be an effective alternative to the provision of electric tramway services and when the Port and South Melbourne cable services closed on 13.3.1937, they were replaced by buses. The road surface in City Road was eventually reconstructed without the tramway lines that continue to be typical of Melbourne's principal thoroughfares.

In recent years, the original builders of the factories in the Area have, with exceptions including General Motors Holden, merged or moved out, leaving their buildings to be torn down for redevelopment or converted into modern offices.

### 6.8.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
- Supplying urban services (transport)

### 6.8.4 Statement of Significance

The South Melbourne City Road Industrial Area occupies industrial land also containing some rare surviving examples of remnant residential buildings between the Westgate Freeway and the St. Kilda railway bridge over City Road. It is historically important (Criterion A) for its capacity to demonstrate South Melbourne's industrial growth on the low lying land south of the Yarra River during the first four decades of this century. Some of the buildings demonstrate South Melbourne's pre-eminence as a location for Melbourne's leading manufacturing companies during this period. The Area is also of interest for the surviving evidence of the South Melbourne Council's public works associated with the paving and draining of the Area as a necessary pre-cursor to its development. Finally, the survival of the railway bridge and embankment and the cable tramway engine house demonstrate the nineteenth century's answer to transport problems, as does the Westgate Freeway demonstrate contemporary solutions.

### 6.8.5 Recommendations

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

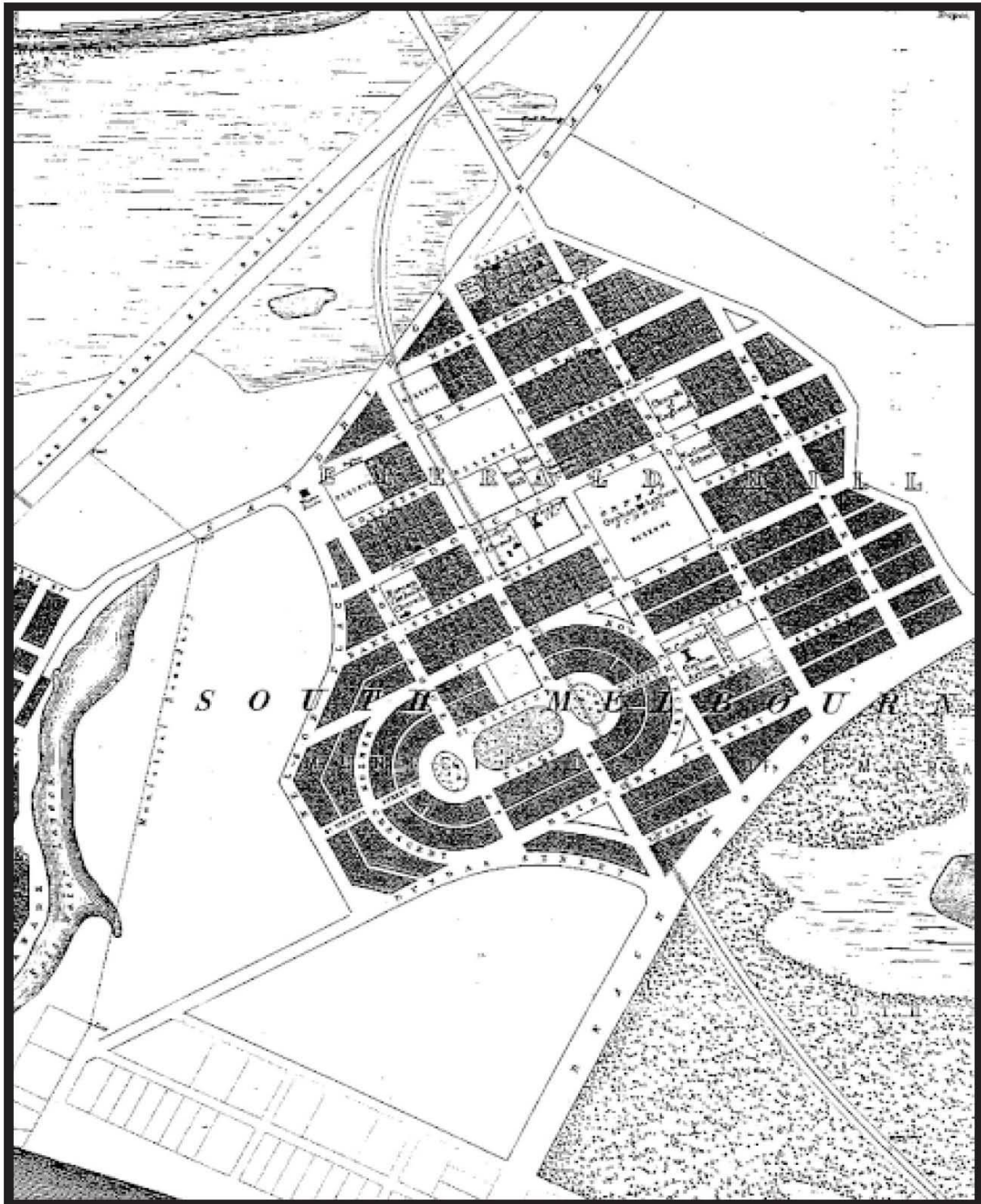
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<sup>210</sup> Notes prepared by Dr. Peter Milner for the National Trust Industrial History Committee.

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## 6.8.6 Assessment

Andrew Ward, July, 1998.



**Figure 6.8–1 – Extract from Kearney’s 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General.**

Source: SLV



Figure 6.8–2 – Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarr a River.

Source: SLV



**Figure 6.8-3 – City Road in 1890, showing the cable tramway being installed with the engine house at left. Notice the absence of development on the right hand side of City Road.**

Source: Cranston, J., *The Melbourne Cable Trams 1885-1940*, Craftsman Publishing, Melbourne, 1988, p.42.

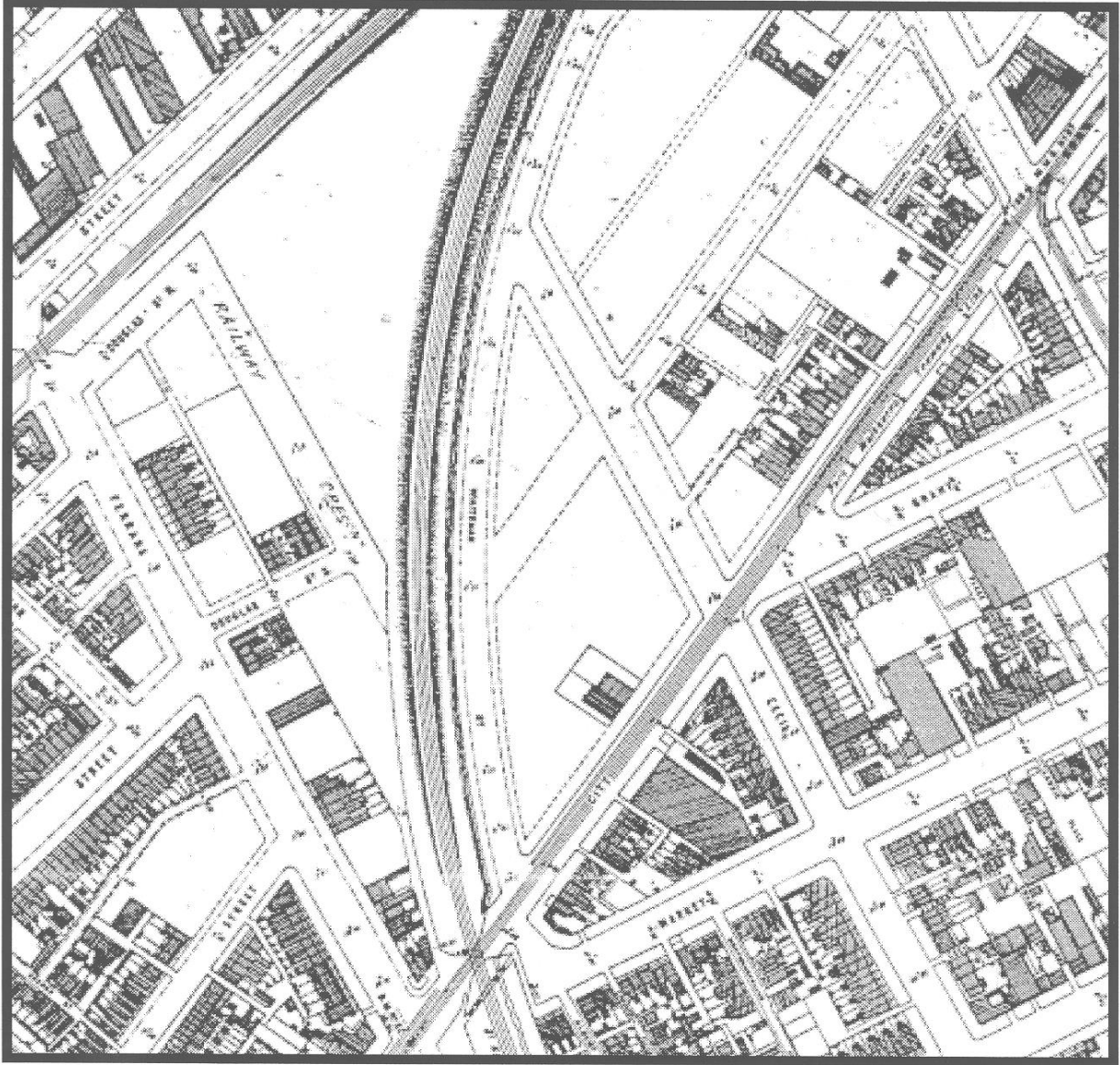


Figure 6.8-4 – MMBW Litho Plan, c.1900.



**Figure 6.8–5 – City Road, with the former cable tramway engine house at left and the former Johns and Waygood factory at right.**



**Figure 6.8–6 – Former General Motors Corporation headquarters, City Road, looking towards the railway overbridge.**



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## 6.9 St Kilda Hill – Ho5

### Existing Designations:

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

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### 6.9.1 Description

This Area is bounded by Fitzroy Street to the north, Barkly Street to the east, Carlisle Street to the south and Port Phillip Bay to the west. These streets and the shoreline surround the area identified since the 1840's as St. Kilda Hill.

Whereas Fitzroy Street has attracted commercial development with buildings surviving from periods representative of its entire history, The Esplanade is lined on its east side with apartment blocks erected principally during the inter war years. There are also some post war apartment developments and two hotels, being “**The Esplanade**” of 1875 and the recently built “Novotel Bayside” tower overlooking Alfred Square. The square itself is made up of lawns sloping towards The Esplanade with Arthur Peck’s remarkable Art Nouveaux influenced glazed ceramic tiled war memorial in the centre. It is overlooked on all sides by recent apartment developments, the surviving cottages at nos. 1 and 2 Alfred Square being extraordinary exceptions. Inter war apartments of note on The Esplanade include “Mandalay” in the Art Deco manner and “The Esplanade” (formerly “Belvedere”) at the Robe Street corner, being an arresting Spanish/Mediterranean block with faceted corner tower. Victorian period residential buildings on The Esplanade are well represented by “Hill Terrace” at the south end, complete with iron palisade fence and by “Marli Place” (1858) to the north.

The shoreline has the Carlo Catani memorial whilst further to the south is the Palais Theatre (1927) and the absurd architecture of Luna Park (1912) alongside the O’Donnell Gardens and the Baths, all of which amount to a supreme cultural statement from the inter war era. At the north end there is the St. Kilda pier which continues to attract metropolitan Melbourne in all seasons and has the fine Pavilion (1904) at the seaward end to beckon visitors.

**Fitzroy Street** is made up of commercial and apartment buildings with the “George” (former “Seaview”) hotel (1857, 1885, 1925) constituting a prominent monument representative of various periods in the evolution of the thoroughfare. The former Wesleyan Church (1857-58) at the Princes Street corner has long since ceased to be used for its original purpose but this massive bluestone and sandstone church in the Early English Gothic manner continues to occupy a pivotal site at the northeast end. There is a rash of multi storeyed inter war apartments and hotels on Fitzroy Street including the “Regal” private hotel, the former “Cricket Club” (now “The Ritz”), the “Ritz Mansions”, the “Kingsclere” private hotel and “Summerland Mansions”, facing “The Prince”. Interspersed amongst them are some opulent Victorian survivors including the Boom Style masterpiece now known as “Brooklawn Mansions”, “Clendore, and the State School (1882) ” on the north side. St. Kilda railway station, now frequented by trams, tells a story of transport commencing with the opening of the line in 1857 and punctuated by the arrival of the Victorian Railways electric tramway in 1906.

The centre span poles (1925) in Fitzroy Street enrich the scene, in spite of the defacement sustained over the years.

The **Hill** itself is occupied by highly distinguished residential developments representative of the major periods in the history of the Area. Amongst the earliest surviving houses is the architect, Samuel Jackson’s “Wattle House” (1840’s) in the Cottage Orne tradition of the mid Victorian gentry and “Eden Terrace” (1858) in Dalgety Street. Other mid Victorian terraces in this remarkable street are at 5-7, 9-13 and 15-17. “Marion Terrace” (1883), though slightly later and obviously so, is nearby in Burnett Street along with 6-8 (1866), the detached villa at no.7 (pre 1855), no.12, 30 and 34 “St. Leonards”.

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Other Victorian period villas include “Oberwyl” (1856), borrowing stylistically from Regency precedents in the mother country and “Berkeley Court” (1882), both of which uphold the hill’s reputation as a location for Melbourne’s gentry from the commencement of settlement. So too do the churches. There is Christ Church (1854, 1874, 1881) built from Point King Sorrento sandstone, on Church Square, and the associated hall and parsonage. On top of the hill, in Barkly Street, the Presbyterian Church (1885) in bluestone and freestone is a dominant element whilst the manse, originally “Stanthorpe” of c.1875, is of equivalent architectural status, though unlike the Gothic Revival church, in the Classical tradition. It is a large building placed in spacious grounds with a central pediment supported on Ionic columns and having flanking verandahs terminated by rusticated wing walls. The Sacred Heart Cathedral (1884) complex on Grey Street includes one of the City’s finest Italian Renaissance churches. These streets, which speak so eloquently of the past century, are by no means unique on the hill, Grey Street, Acland Street and Princes Street being highly comparable.

As the elevation drops, so too does the great age and aesthetic quality of the building stock. In Clyde Street, there are examples of the ubiquitous single storeyed late Victorian terrace, such as “Wawn Terrace”, 34-46 and 53-57. There are similar buildings in Jackson Street. Evidence, though, of the Area’s capacity to retain its prestigious position on Melbourne’s social scale is given by the Federation period houses and later apartments. The house at no.27 Gurner Street is a remarkable essay in the Arts and Crafts tradition, as are other houses in the same street. On Eildon Road, there are some exemplary inter war apartments and villas including nos.7-9 in the English Domestic Revival mode, no. 11 (Mediterranean), no 28 (Spanish Mission), and no. 39 (French Provincial?) whilst “Biltmore” at no.36 may well be earlier.

The south-east corner of the Area has the “National” theatre as a focus at the Carlisle Street Barkly Street intersection. It has a massive opulent façade suggestive of the Beaux Arts School. Further north, Grey and Inkerman Streets intersect at the Barkly Street shops. They are overlooked by large inter war apartment blocks bearing such evocative names as “The Atlantic” (no.101) and “The Pacific” (no. 103). Today, Barkly Street as a residential location has been compromised by the heavy traffic which it carries, but the hostility of the other perimeter thoroughfares – Fitzroy Street, The Esplanade and Carlisle Street – is softened by Melbourne’s somewhat eccentric electric tramways.

## 6.9.2 History

The development of St. Kilda during the 1840’s and 50’s has its origins in the attraction which the place projected as a residential location by the sea and after the 1850’s as a well connected residential area, served by a suburban railway from 1857 and with Yan Yean water from 1860. Lewis notes<sup>211</sup> that being outside the influence of the *Melbourne Building Act* (1850), St. Kilda attracted its share of cheap pre-fabricated iron and timber cottages along with the prestigious villas that have stood the test of time. They have been almost completely swept away by apartments and replacement structures, the surviving house at no.7 Burnett Street offering a rare insight into this forgotten aspect of the hill’s history. Kearney’s Plan of 1855 shows that by this time development was concentrated along Acland Street and to the west, along Fitzroy Street, Robe Street and to the south. The sparse occupation of Grey Street was no doubt due to the large size of the holdings whilst the west side of Barkly Street, Dalgety Street, the triangles north of Princes (then Collegiate) Street and south of Fawkner Street and the ground now traversed by Eildon Street were mostly unoccupied. By 1866<sup>212</sup> circumstances were not remarkably different. The Vardy Plan of 1873 gives an accurate account, showing that development in Havelock Street was finally underway and the consolidation of development along the principal thoroughfares with the exception of Barkly Street was also well advanced. By the time the Melbourne and Metropolitan Board of Works had prepared its drainage plans in 1896, little had changed: the Eildon Street area was still vacant and Barkly Street had only attracted minimal development.

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<sup>211</sup> Lewis, Dr.M., “An Historical Introduction” in *St Kilda Conservation Study Area One Final Report 9/82*, pp.34-35.

<sup>212</sup> Commander H.L. Cox R.N., Surveyor, Plan of Hobson Bay and River Yarra: 1866, SLV.

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It was not until the interwar years that these areas were finally sold off for development. By this time, St. Kilda's place in the metropolis as a resort and place of entertainment had been founded on a shore footing, confirmed by the electric tramway network. The Victorian Railways' electric "street railway" service commenced at the railway station from 1906 and climbed up the Grey Street hill on its way to the "Village Belle" and points south. The Prahran and Malvern Tramways Trust even ran its own café on the site of today's MacDonalDs store at the terminus of the circuitous cross suburban route from Kew/Cotham Road. Luna Park had been an attraction since 1912 and the Palais Theatre from 1927. Apartment blocks, guest houses and private hotels were built in response to the demand for accommodation. The St. Kilda Council continued its program of foreshore improvements.

The development impetus has been sustained on the hill and especially on its seaward side in recent years. Today, the historic attraction of the sea and the elevated prospect offered by the St. Kilda Hill continue to attract the property investor's dollars and a cross section of society more diverse than is found in the surrounding inland suburbs.

### 6.9.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs
- Learning to live with property booms and busts

### 6.9.4 Statement of Significance

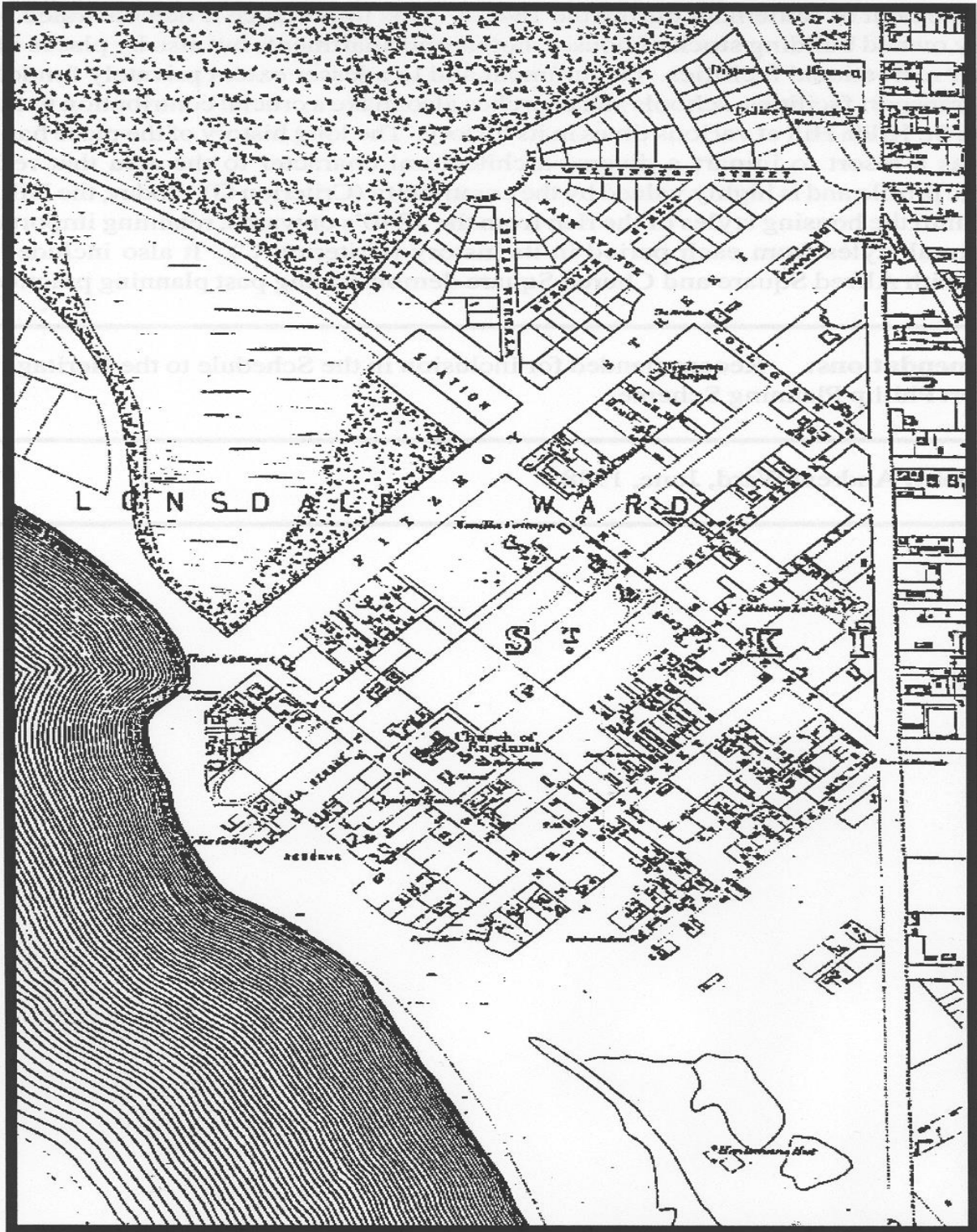
The St. Kilda Hill area encompasses the Port Phillip Bay shoreline and is further defined by Fitzroy Street, Barkly Street and Carlisle Street. It has historical importance (Criterion A) as a seaside resort for the metropolis and location for marine villas since the commencement of settlement during the 1840's. This importance is demonstrated primarily by the privately owned building stock of houses, hotels and apartments but also by places of entertainment and other recreational facilities. Government and to a lesser extent privately funded infrastructure such as transport facilities, schools and churches also make a crucial contribution to the interpretation of life on St. Kilda Hill at various times in its history. The long history of the place has combined with its role as a resort to impart a diverse architectural character to the area that reflects its socioeconomic profile and is highly valued by the community (Criterion G). Today, the Hill offers valuable insights into the housing styles of the rich from the 1840's onwards, retaining important examples of architectural styles from each period in its history (Criterion C). It also includes unusual street layouts, with Alfred Square and Church Square demonstrating past planning practices.

### 6.9.5 Recommendations

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

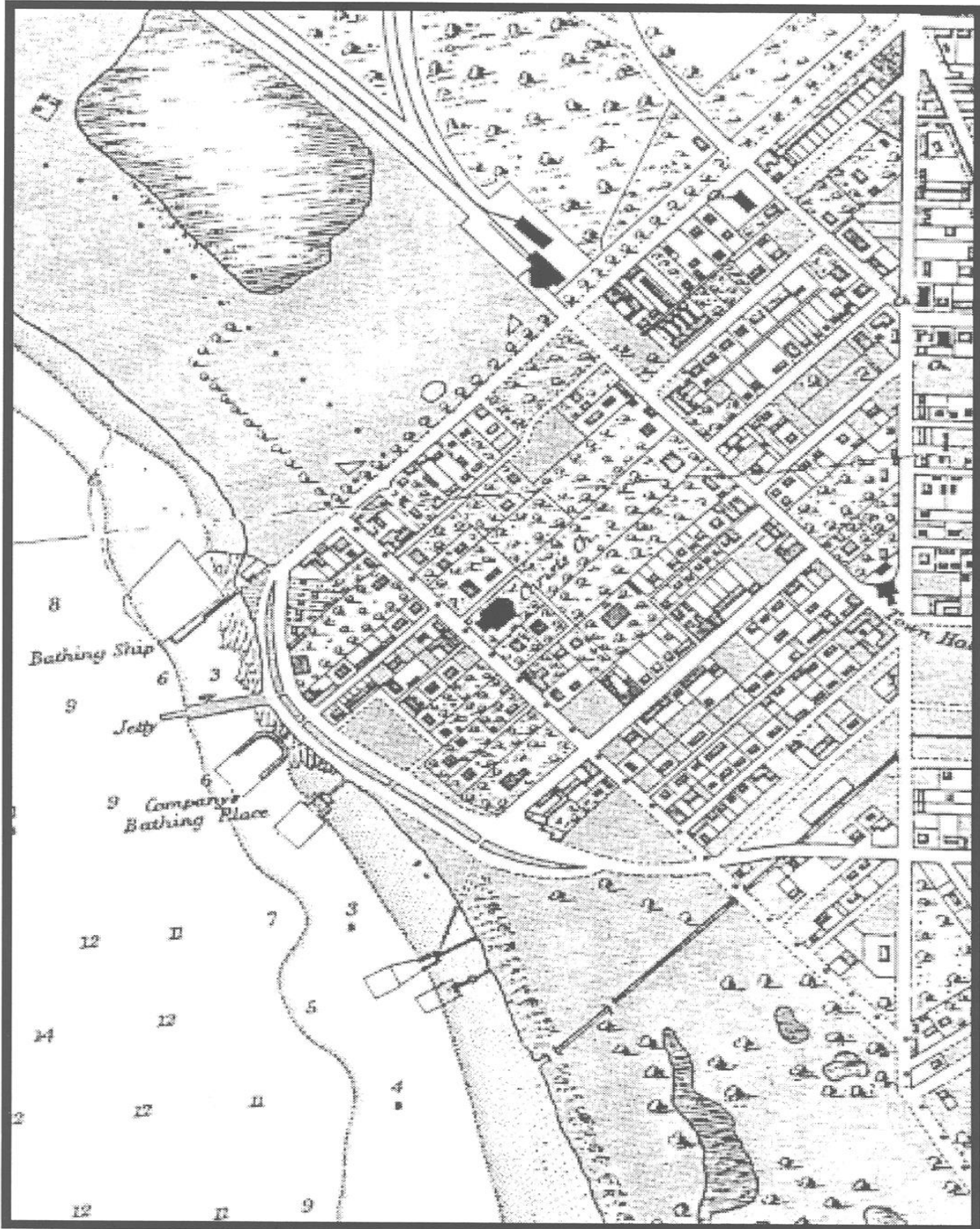
### 6.9.6 Assessment

Andrew Ward, June, 1998.



**Figure 6.9-1 – Extract from Kearney's 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General, 1855.**

Source: SLV

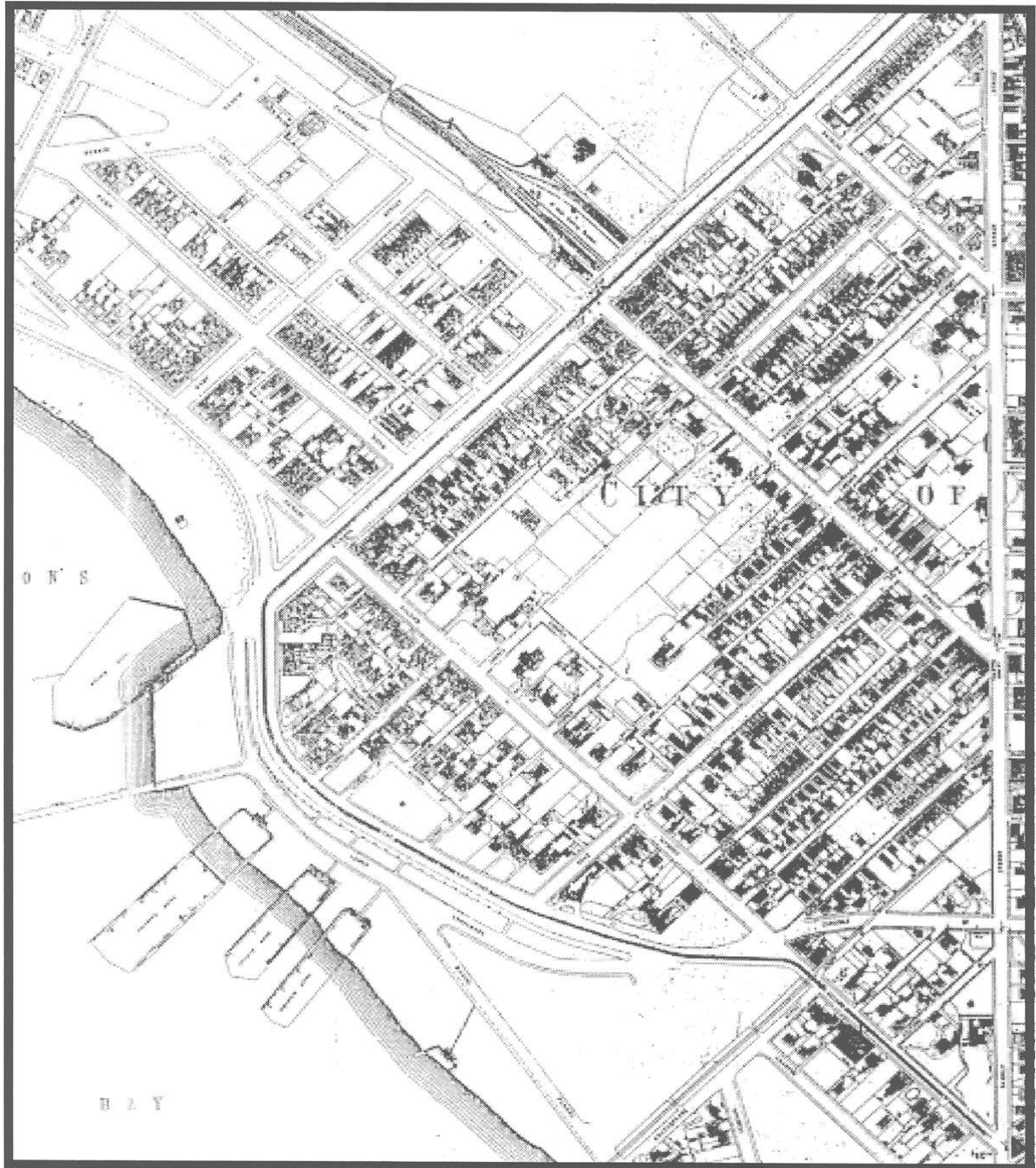


**Figure 6.9-2 – Extract from Commander H. L. Cox's Map of Hobson Bay and River Yarra (1866).**

Source: SLV



**Figure 6.9-3 – J. Vardy Plan: 1873**

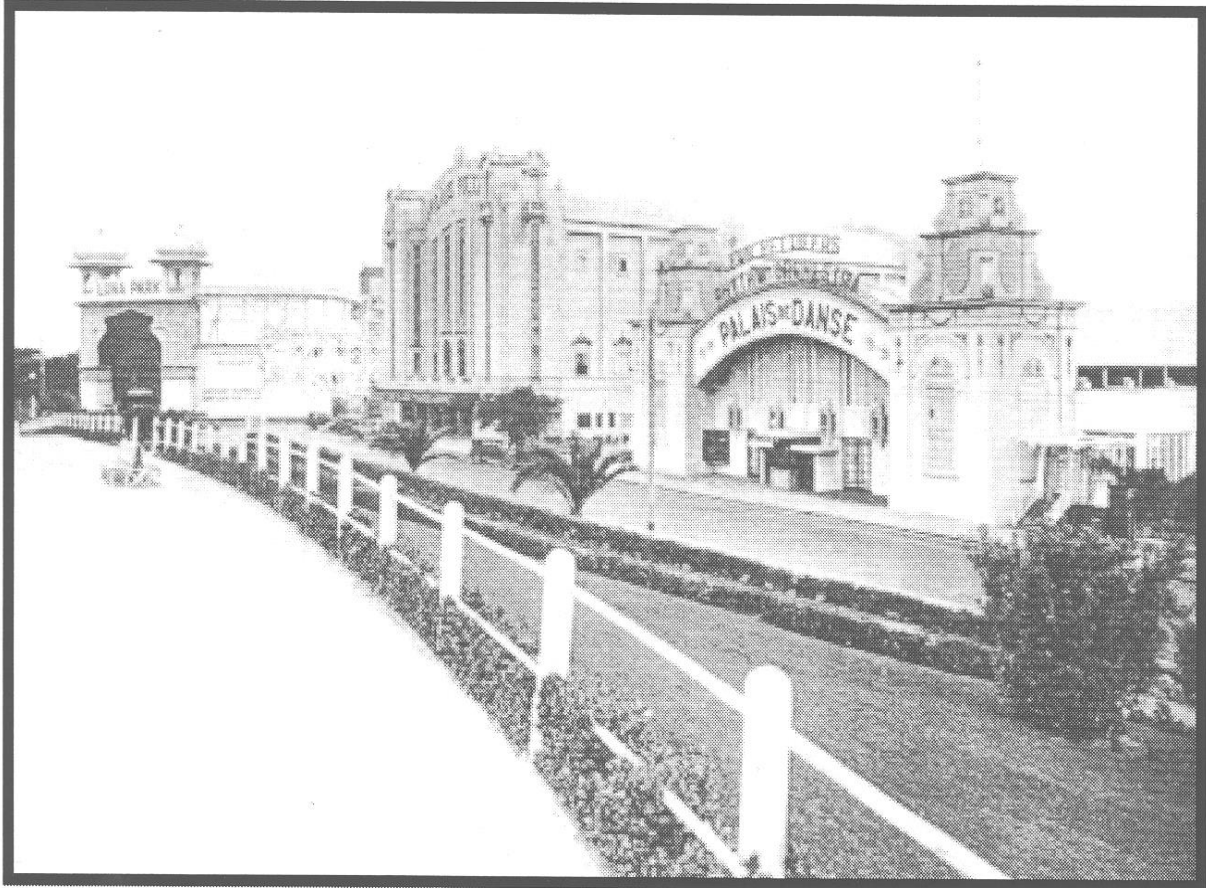


**Figure 6.9-4 – Extract from MMBW Litho Plan: 1896**



**Figure 6.9-5 – Fitzroy Street: c.1864 (upper) and 1930 (lower).**





**Figure 6.9–6**



**Figure 6.9–7 – Fitzroy Street at the Grey Street hill, showing the “George” hotel of 1889, erected on the site of the “Terminus” hotel, with the tracks of the St. Kilda light railway in the foreground and the former St. Kilda station building at right.**



**Figure 6.9–8 – Fitzroy Street, showing “The Prince of Wales” hotel, designed by R.H. McIntyre and built in 1937 with “Summerland Mansions”, designed by Christopher Cowper and built in 1920-21: both temples to St. Kilda’s role as a seaside resort.**

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## 6.10 St. Kilda East - HO6

For the purposes of this citation 'St Kilda East' refers to the area included within the HO6 precinct. It is also referred to as 'the precinct'. Places of individual significance within the precinct that have a separate citation in the Port Phillip Heritage Review with additional descriptive and historical information are indicated in **bold**.

### 6.10.1 Thematic Context

#### Victoria's framework of historical themes

- 2. Peopling Victoria's places and landscapes: 2.5 Migrating and making a home
- 5. Building Victoria's industries and workforce: 5.3 Marketing and retailing
- 6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians
- 8. Building community life: 8.1 Maintaining spiritual life, 8.2 Educating people

#### Port Phillip thematic environmental history

- 2. Migration: 2.3 St Kilda
- 3. Transport: 3.2 The first tramways, 3.4 Tramway and railway improvements, 3.5 Post-war changes
- 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, 5.5 Post war development
- 6. Education: 6.1 The first schools
- 7. Government services: 7.4 St Kilda
- 8. Ways of life: 8.3 St Kilda

### 6.10.2 History

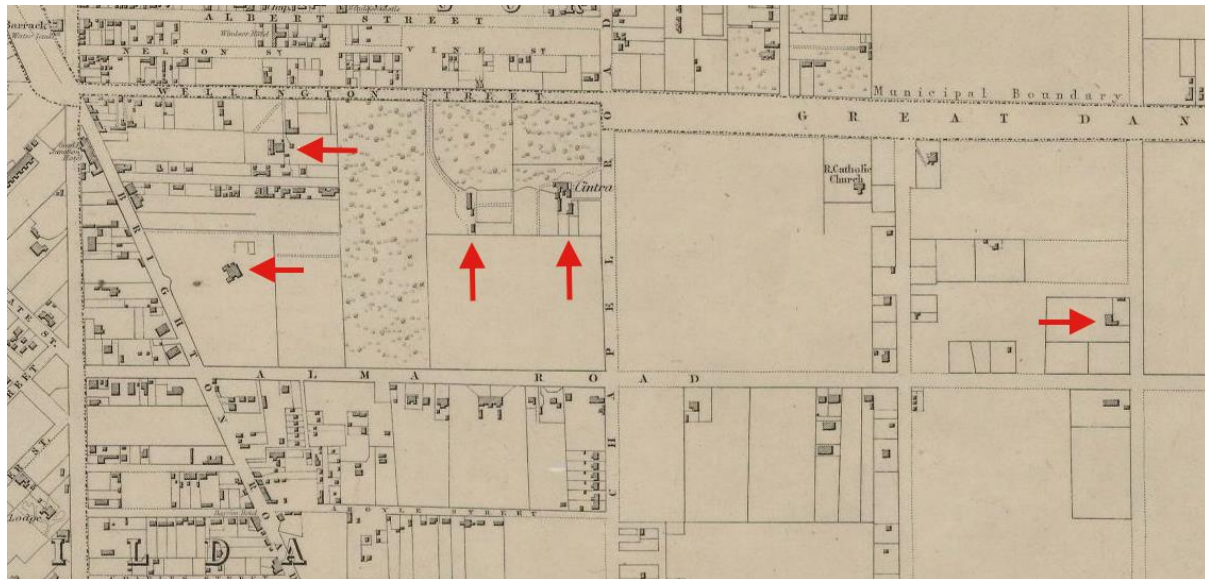
#### Early development 1842-1860

The development of St Kilda began following the first land sales in 1842 and by 1854 there were over two hundred houses. The plan compiled in 1855 by James Kearney (see Figure 6.10-1) shows that most of these were situated to the west of Brighton Road (later High Street and now St Kilda Road). The St Kilda East area, by comparison, was largely undeveloped and most buildings were located within the block bounded by Brighton Road, Wellington Street, Chapel Street, and Alma Road. The prominent situation of this area on the highest point in St Kilda adjacent to an important thoroughfare attracted the attention of leading citizens, such as Octavius Browne who purchased approximately half of the land within this block at the first land sales. He established a small farm and in 1851 commissioned Samuel Jackson to design his grand residence, 'Charnwood', which faced toward the corner of Brighton and Alma Roads. Browne lived there only briefly before selling in 1854 to Matthew Hervey, MLC. Octavia Street, named in his honour, was formed on part of his land and by 1855 contained several houses.

Other mansions shown on the Kearney plan near 'Charnwood' were 'Nicholson House', between Octavia and Wellington streets, 'Cintra', on the west side of Chapel Street, and what appears to be '**Marlton**' on the south side of Wellington Street, (See Figure 6.10-1). 'Cintra' was constructed c.1855 and by 1858 was occupied by Thomas Black M.D., 'Nicholson House' was constructed for Germain Nicholson, while the first owner and occupier of 'Marlton' was Edwin Fowler.

The Kearney plan also shows the partial development of the area to the south of Alma Road. Alma Place and Frampton Street are lined with small cottages (some of these are likely to be the imported iron cottages described by Cooper in 'The History of St Kilda' Vol. I p.243) and '**Oberon**', the

prefabricated house now at 2 Lambeth Place, appears to be shown. There are also several houses along the south side of Alma Road extending as far as Chapel Street.



**Figure 6.10–1 – Extract from Kearney’s 1855 map of Melbourne showing (from left) ‘Charnwood’, ‘Nicholson House’, ‘Marlton’, ‘Cintra’ and ‘Waitara’.**

Source: State Library of Victoria

**Alma Park** is not named on Kearney’s Plan, but the first **St Mary’s Catholic Church** is at the west corner of Westbury (originally Bull) Street and Dandenong Road. There were few buildings to the east of Westbury Street and almost none at all beyond Hotham Street where the **St. Kilda Cemetery** was established in 1855. Originally, the cemetery reserve extended as far as Orrong Road, but it was later reduced to its present extent. One of Melbourne’s oldest cemeteries, it is closely associated not only the settlement of St. Kilda, but of greater Melbourne, as it was the principal cemetery during the nineteenth century south of the Yarra River.

One of the buildings shown on the west side of Hotham Street opposite the cemetery was ‘Waitara’. Designed by Ohlfsen Bagge and erected in 1854, ‘Waitara’ was the residence of Archibald Michie who was an English-born lawyer, journalist, and politician. Elected to the Victorian Legislative Assembly in 1857, he twice held the position of Attorney-General. Michie became Victoria’s first Q.C. in 1863 and a decade later was appointed as Victoria’s Agent-General in London. He was knighted in 1878.

Kearney’s plan also shows the beginnings of the commercial centre along Brighton Road with a cluster of shops close to the Junction, and another small group along the east side south of Alma Road.

### Community formation c.1860-c.1880

Among the earliest buildings in St Kilda East are the churches, established from the 1850s to the 1870s. The presence of these churches and the early mansions of the prominent residents already mentioned established the prestige of St Kilda East as a desirable residential address, and encouraged further development as St Kilda’s population grew from 6,000 residents in 1861 to almost 12,000 by 1881. Much of the development of St Kilda East during this time was concentrated in the area surrounding Alma Park and west of Chapel Street, but there were the beginnings of suburban development east of Westbury Street.

Between Chapel and Westbury streets the Government reserved the area bounded by Dandenong and Alma roads in the early 1850s. From this land was set aside for what would become Alma Park and reservations were excised for churches and other public uses. The Catholic Church was first to build, and the first St. Mary’s Catholic Church opened in 1854 at the west corner of Westbury Street and

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Dandenong Road. The foundation stone of the present church was laid in 1859, but due to a lack of funds it was not completed until 1864. As the congregation grew additions were carried out and the enlarged church was blessed by Bishop Goold in 1871, and consecrated in 1887.

The first St Mary's church was also used as a school, which in 1874 was taken over by the Presentation Sisters. A new girls' school and convent was built in the same year (this was on the north side of Dandenong Road in Windsor), and four years later the Christian Brothers established a boys' school (for further information see the 'Schools' section below).

St. Mary's was soon joined by **All Saints' Anglican Church** and the **Free Presbyterian Church**, both fronting Chapel Street. The Free Presbyterian Church built a manse at the northeast corner of Alma Road in 1858 and in 1864 erected a bluestone church on the north side. Meanwhile, All Saints' was opened at the corner of Dandenong Road in 1861 and, after two additions, was consecrated in 1892. The parsonage was commenced in 1860 and extended in 1877. To the south of All Saints' **St. George's Presbyterian Church** was opened in 1877 after the congregation had been meeting in the '**Orderly Room**' just to the south since the previous year. The 'Orderly Room' itself had been erected in 1865 for the St Kilda company of the Royal Victorian Artillery Volunteer Regiment and contained a drill room, gun sheds either side and rooms at the rear.

The churches and Orderly Room established a precinct of public buildings overlooking Alma Park, and development of the park itself commenced after it was formally established as a Crown Reserve on 23 August 1868 following a petition by the St Kilda Borough Council. Clement Hodgkinson prepared the plan for the reserve in July 1867 and St Kilda Council commenced laying out paths and fencing, and planting trees in the following year. However, the lack of a caretaker led to problems with vandalism and so in 1872 a caretaker's residence was built in the western portion close to Dandenong Road.

In 1876 another church was built, this time in Crimea Street, for the Particular Baptist congregation. Designed by architect Thomas Matthews, the **Particular Baptist Church** was one of the first buildings in the street. This was one of two Baptist congregations established in St Kilda at that time; the other was the General Baptist church that ministered to the working-class people in the valley below St Kilda Hill. For thirty-five years the General Baptists met in rented halls before building their own church in Pakington Street in the early twentieth century (see below).

The continuing growth of St Kilda created a demand for housing and the catalyst for the closer development of St Kilda East appears to have been the subdivision c.1868 of the 'Charnwood' estate. The subdivision retained the mansion on a large allotment and created residential lots fronting Charnwood Crescent, Charnwood Grove and Charnwood Road, as well as commercial lots fronting Brighton Road (by then renamed as High Street, befitting its emerging status as an important retail centre).

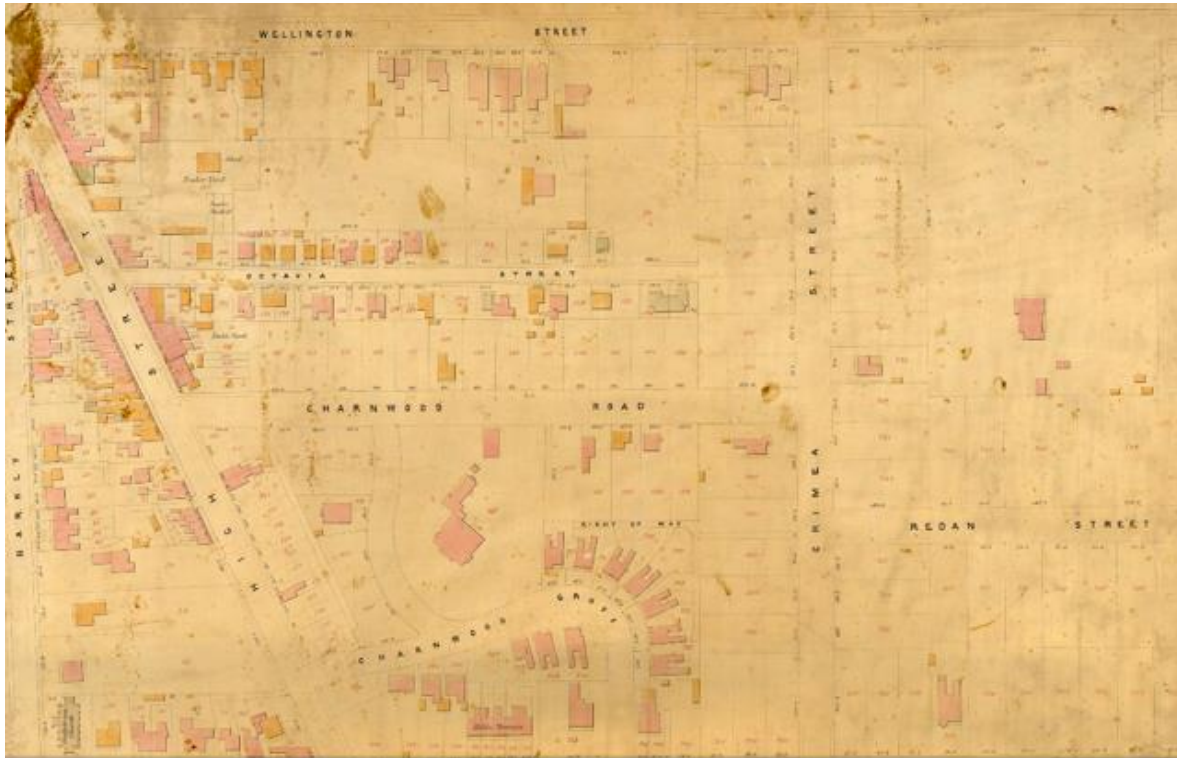
Several of the allotments at the eastern end of Charnwood Crescent (then known as Charnwood Grove) were purchased by the builder and developer, Thomas Newton who erected ten brick villas by 1870. Four of these survive today at nos. 13, 14, 15, and 24, while no. **17** was converted into flats during the 1920s. Other houses built on the 'Charnwood' estate prior to 1873 that still exist include 3 and **5** Charnwood Crescent and, in Alma Road, '**Hilda Terrace**' at 28-36, '**Toldara**' at no.40, and the attached pair at nos. 42 & 44.

'Toldara' at 40 Alma Road, later known as 'Shirley', was built in 1868 to a design by architects, Crouch & Wilson, for jeweller and merchant David Rosenthal. Rosenthal was one of several wealthy Jewish businessmen living in St Kilda at that time. Another was Israel Bloomington who in 1869 commissioned the same architects to design his own house '**Rondebosch**' in Chapel Street. Rosenthal and Bloomington were part of St Kilda's Jewish community, which held services in the Wesleyan Church Hall and joined with the congregation at East Melbourne. In September 1871, when there were about fifty Jewish families living in St Kilda, Bloomington and several other prominent community members resolved to form the St Kilda Hebrew Congregation at a meeting held at 'Rondebosch'. The new

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congregation held services at the St Kilda Town Hall before building their own synagogue in Charnwood Crescent, which was consecrated on 29 September 1872.

'Rondebosch' and the houses built on the 'Charnwood' estate are all shown on the maps of St Kilda compiled in 1873 by J.E.S. Vardy, surveyor, which provide a snapshot of development at that time (see Figure 6.10-2). Printed in colour, these plans show the outline of buildings, the construction material (brick, stone or wood) and include an index of landowners. The Vardy maps show that Crimea Street and Redan Street had been formed, but were largely vacant, Octavia Street had filled out (few of these houses survive today, possible examples include nos. 45, 50, 52, 57, 60, 62 & 66), while the south side of Wellington Street by then contained several houses including nos. 54, 56-58 & 80.



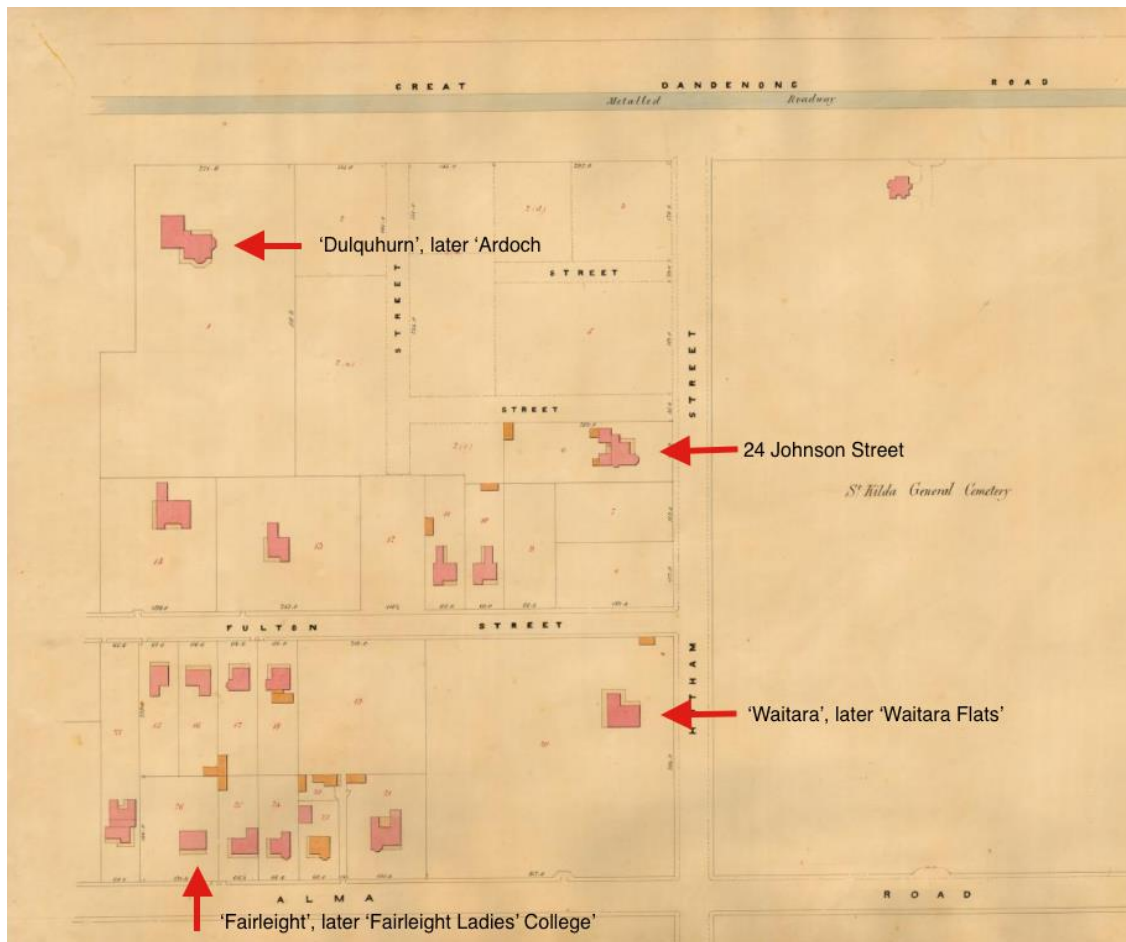
**Figure 6.10-2 – Detail of Vardy Map No. 1 (North Ward) showing development in and around Charnwood Road**

Source: City of Port Phillip.

Meanwhile, development had continued along Alma Road, which was dotted with large villas as far as Hotham Street and whose residents included prominent businessmen, politicians and members of Melbourne's legal fraternity. These included '**Aldourie**' at the southeast corner of Chapel Street, which was erected in 1864 as the residence of Alexander Fraser. Fraser was a member of the first St Kilda Council in 1857-8, chairman of the St Kilda municipality in 1859, and a member of the Legislative Council. He laid the foundation stone of the St Kilda town hall at the corner of Acland and Barkly streets in 1859 and was appointed as the first Mayor when St Kilda was proclaimed a Borough in 1863. Other Alma Road houses constructed by 1873 included the residence of the Hon. Robert Turnbull M.L.C. at no.89 (immediately to the east of 'Aldourie'), and no.134 (north side between Westbury and Hotham streets). In 1874 the house at no.134 became the Fairleigh (or Faireleigh) Ladies' College (see Schools section, below).

On the north side of Alma Road in the block between Westbury and Hotham streets Fulton Street had been formed and named and contained several brick houses (none of these houses survive today), while Pilley and Johnson streets are shown, but contain no houses. On the west side of Hotham Street facing toward the cemetery 'Waitara' was by then one of two houses, the other located at the south corner of Johnson Street (the present 24 Johnson Street, which was constructed by 1868 for Edward Bage). In Dandenong Road the only buildings between St Mary's Church and Orrong Road were a mansion

between Westbury and Pilley streets, and the gatehouse lodge for 'Oakleigh Hall' near the corner of Orrong Road. The former building was '**Dulquhurn**', a thirteen-roomed two-storied Italianate house built in 1864. The first owner was the noted architect William Wilkinson Wardell.



**Figure 6.10–3 – Detail of Vardy Map No.3 (North Ward) showing development west of Hotham Street between Dandenong Road and Alma Road**

Source: City of Port Phillip.

The shopping centre along the renamed High Street had developed by the 1870s. By 1873 there were almost continuous rows of shops on both sides between the Junction and Charnwood Road, another group on the east side extending from Alma Road to Argyle Street, as well as several hotels on corner sites including the 'Buck's Head' (later 'Post Office') at the northeast corner of Inkerman Street and the '**Queens Arms**' at the northeast corner of Pakington Street. The growing importance of High Street as both the civic and retail heart of St Kilda was marked in 1876 when the new **St Kilda Post Office** was opened on the southeast corner of Inkerman Street.

Almost none of the shops shown on the Vardy plans survive today. Those on the west side were destroyed by the road widening of the 1960s, while most of those on the east side have been replaced by later buildings. Exceptions include the two storey shops and residences at **170-172** and **264-66 St Kilda Road**.

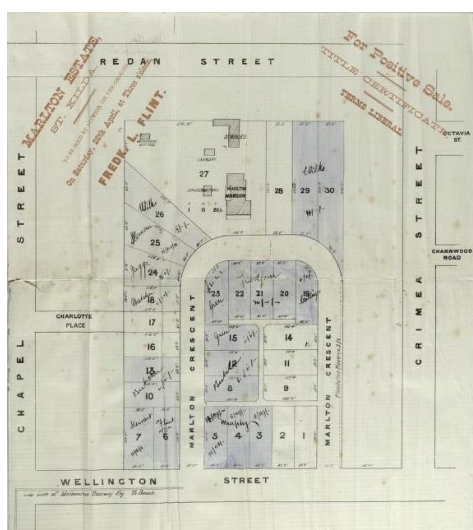
### Expansion during the late nineteenth century boom c.1880-c.1900

The population of St Kilda grew rapidly during the building boom of the 1880s, rising to 19,000 by 1890. In St Kilda East the opening in 1888 of cable tram routes along Wellington Street, High Street and Brighton Road, and Chapel Street stimulated development. At the end of the nineteenth century the St

Kilda East area between High Street and Westbury Street was almost fully developed, while the section between Westbury and Hotham streets had filled out considerably. By this time a pattern of settlement had emerged with large mansions in extensive grounds surrounded by more closely settled streets containing large villas, with pockets of modest housing, mostly (but not exclusively) on the south side of Alma Road. However, the onset of the 1890s economic depression brought a halt to development for almost a decade.

During the 1880s boom almost all the vacant land in the ‘Charnwood’ estate and surrounding streets was built upon and new subdivisions were created to meet the demand for housing. By 1897 the only remaining gaps in the block bounded by High Street, Alma Road, Chapel Street and Wellington Street were the grounds surrounding the mansion estates of ‘Charnwood’, ‘Cintra’ and ‘Nicholson House’ and ‘Decomet’. The many houses built during this time include **3 Crimea Street**, erected in 1882 by builder George Parsons who also constructed the adjoining and nearby houses at nos. 1, 5 & 7 at the same time. These dwellings, all substantial two-storey villas in the fashionable Italianate style, were characteristic of the high quality of housing built for the wealthy middle class residents moving into the area. Other houses built during the boom in the surrounding area include 10 Charlotte Place, 15 Charnwood Grove, 4, 5, 6, 7, 8, 15-17, 19, 26, 28-30, 34 & 40 Charnwood Road, 4-12, 17, 18, 26A, 27, 28, 30, 31, 35 & 39 Crimea Street, 33, 47 & 59 Octavia Street, 1, 3, 7, 8, 15 & 27 Redan Street, and 72-76, 82-86 & 90-104 Wellington Street.

As existing streets filled out, new streets were created including Marlton Crescent, situated between the eponymous mansion and Wellington Street, and Odessa Street (originally Crimea Street South) on the south side of Alma Road. The first four houses in Marlton Crescent were occupied by 1887 and by 1889 it contained twenty. Odessa Street was somewhat slower to develop. There were three houses in 1888 and again in 1889, however, by 1890 the number had increased to twelve, with a further four houses in the adjoining Alma Grove.



**Figure 6.10–4 – Marlton Estate, St Kilda (1883)**

Source: State Library of Victoria

To the west of Odessa Street, Lambeth Place in the late nineteenth century was still a short cul-de-sac, ending at the rear of two large allotments facing Argyle Street. To the west of these allotments in Argyle Street the three houses at nos. 68-72 and ‘Mona Terrace’ at nos. 50-64 had all been built by 1897. To the north of these houses, Frampton Street contained 10 small cottages, including what appear to be the present nos. 2, 4, 6, 8 & 10.

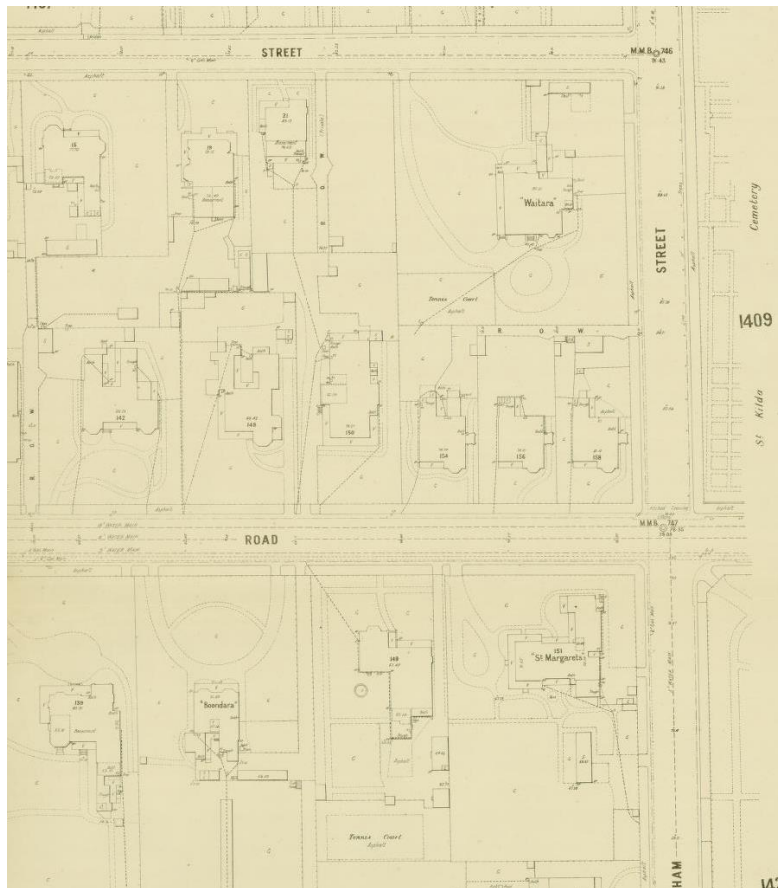
Along Alma Road and Chapel Street the building of several large mansions, terraces and villa residences for prominent citizens consolidated their status as prestigious residential addresses. In Chapel Street new mansions included **‘Elmwood’**, at the north corner of Redan Street, which was built by 1880 for



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W.H. Embling, a surgeon who later become a M.L.C., and **'Cloyne'** on the east side to the north of the Free Presbyterian Church, erected in 1887 for Sir John Madden a prominent Melbourne barrister, who became Chief Justice in 1893 and Lieutenant Governor in 1899.

Houses built in Alma Road during the boom era include nos. 46, 48-50, 49, 51, 55, 69, 70, 72, **92, 94A, 101 ('Sandhurst')**, 135, 156 and 158, and by 1897 there was an almost continuous line of villas on large allotments stretching as far as Hotham Street (refer to Figure 6.10-5). Most of these were in the popular Italianate style. A notable exception is the house at **61 Alma Road**, constructed in 1890 for Miss Hatchell Brown, headmistress of The Priory Ladies' College as her own residence and to provide boarding accommodation for the school. Designed by architect E.G. Kilburn, it was one of the first American Romanesque style houses in Victoria.



**Figure 6.10-5 – Part of MMBW Detail Plan No. 1408, dated 1897, showing villas and mansions in Alma Road and the south side of Fulton Street near Hotham Street (at right).**

Source: State Library of Victoria

East of Alma Park, the block between Westbury and Hotham streets had filled out. Fulton Street was lined with substantial villas on large allotments including **'Cranford'** at no.22, and the house at no.36, three large villas (the present nos. 3-7) had been erected along the east side of Pilley Street, while Johnson Street contained more than a dozen single-fronted cottages including the present nos. 3-7, 10, 12 & 25. The cottages in Johnson Street were all constructed in 1886 and 1887.

Hotham Street remained the boundary of the closely developed areas. In Dandenong Road, east of Hotham Street there were several large mansions in spacious grounds, as well as isolated pockets of housing in and around Shirley Grove and Lansdowne Road. Closer to Orrong Road Wando Grove and Hughenden Road had been formed but contained no houses. Shirley Grove was created from the carriage drive leading off Dandenong Road to the mansion of the same name and by 1900 contained nine houses including nos. 7, 10, 13 & 18.

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The cable tram along High Street, opened in 1888, encouraged consolidation and expansion of the retail development along its length and by 1900 an almost continuous row of shops extended from the Junction as far as Carlisle Street. During this time, many of the older shops were replaced by grander structures such as the terrace of four two storey shops at nos. **70-76**, erected in 1890 for W.W. Cabena, and the landmark two and three storey building at the northeast corner of Alma Road (nos. **140-146**), erected in 1886, that contained three smaller shops and five room residences and one larger corner shop, cellar and ten room residence. Commercial development had also begun to creep into intersecting streets. By 1890 the Taylor Bros had established a 'corn store' on the north side of Inkerman Street just behind the Post Office Hotel. Mr Joshua Taylor lived in one of the pair of terrace houses built on the adjoining site at the corner of Bath Place.

The boom of the 1880s came to an end with the onset of the economic depression in the early 1890s, which effectively brought development to a halt for almost a decade.

### Federation recovery c.1900-c.1919

There was almost no increase in St Kilda's population in the decade from 1891 to 1901. However, as development recovered in the early twentieth century the number of residents in St Kilda almost doubled between 1901 and 1921 rising from 20,500 to 38,500. Whole new streets of neat brick cottages and villas appeared, however, in St Kilda East this largely remained a period of consolidation and infill on vacant land within the established residential areas, rather than expansion into the still largely undeveloped areas east of Hotham Street, although development did begin to creep along the length of Dandenong Road, following the route of the new electric tram introduced in 1911.

St Kilda East was still a very desirable place to live and Alma Road was described in 1913 as 'one of the finest and most aristocratic of the thoroughfares of St Kilda and the mansions which adorn it are almost unequalled for fine architecture and beauty of situation'. Very few new houses were built along Alma Road in the early 1900s – an exception was 'Kia Rana' at no.93, which was built c.1902 for Mr and Mrs Anderson.

Nonetheless, the economic depression of the 1890s had affected the viability of many of the mansion estates. Several were re-possessed by banks and re-sold or subdivided, or leased and used for other purposes such as schools or boarding houses (see 'Schools' section, below). Some other mansions were converted to private hospitals. In Crimea Street Dr Thomas Murphy, a surgeon, ran his practice from the house at 9 Crimea Street and in 1914 he established St Aidan's Private Hospital in a building at the rear of his property fronting Octavia Street, which was advertised as the 'most up to date hospital for medical, surgical and midwifery work'. Nurse Pickard was the Matron in charge. Reputedly, a future Governor-General of Australia, (Sir) Zelman Cowen, was born at St Aidan's in 1919.

In the early twentieth century land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats. This led to the redevelopment of the remaining mansion estates in St Kilda East, which began with the demolition of historic 'Cintra' mansion and the subdivision of the property to create Cintra Avenue and allotments along the south side of Charlotte Place and the west side of Chapel Street between the two streets. The first houses were built by 1905 and the subdivision was almost fully built up by 1907. It appears that just two builders, C. Goodridge and P. Einsiedel, constructed all but three of the houses.

Mr Einsiedel was also the builder of several of the brick cottages constructed on the 'Nicholson House' subdivision, which created Moodie Place, Robertson Avenue and several new allotments along the north side of Octavia Street. It appears that Einsiedel constructed almost all of the houses in Moodie Place, as well as nos. 37-41, 54, 56, 68, 70, 72 & 74 Octavia Street and 2 & 4 Robertson Avenue. Einsiedel's houses and the others built on the subdivision at **6 & 8 Robertson Avenue** and 48, 50 & 58 Octavia Street were all constructed between 1907 and 1915.

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Infill development in other streets included 41-45 Crimea Street (1915), 21 & 21A (1905) and 26-32 (c.1910) Marlton Crescent, and 116 (c.1909) Wellington Street. Also constructed in 1914 was the house at **31 Redan Street**, designed by architect Edwin J. Ruck, for G.L. Blashki.

Similar activity was taking place on the south side of Alma Road where Lambeth Place was extended through to Argyle Street and was almost fully built up between 1909 and 1918. T.W. Soderberg constructed most of the cottages along the west side for the owner, F. Sleep. However, Mr Einsiedel is also recorded as the builder of two and, as they are almost identical to his Moodie Place houses, it is likely he was involved in building most if not all of them. In Odessa Street, the pair of houses at nos. 1 & 3 was constructed c.1915, while in Alma Place the small cottages shown on the 1897 MMBW plan were replaced in 1907-08 by the present brick duplexes at nos. 3-11 & 6-12. J.G. Hollows constructed several of these for the Misses Griffiths. Similar redevelopment occurred a few years later in the adjoining Somerset Place where a single house on the north side was replaced by two duplexes at nos. 2-8.

In 1911 the Prahran and Malvern Tramways Trust opened its electric tram to Windsor along Dandenong Road, which stimulated development along the route and by 1918 houses were being built as far to the east as Orrong Road and there was also building activity in the intersecting or parallel streets. The construction of the tram co-incided with major streetscape improvements carried out by municipalities of St Kilda and Prahran including the planting of trees along the tramway median and the nature strip.

The electric tram encouraged the prominent architect/developer Howard R. Lawson in 1917 to build the first purpose-built flats in St Kilda East at the east corner of Pilley Street and Dandenong Road (1 Pilley Street). This was the first of several flats or houses that Lawson would build along Dandenong Road toward the end of World War I. The following year, Lawson built the pair of houses at 356-358 Dandenong Road, as well as his new residence '**Broxted**' at 342 Dandenong Road at the east corner of Wando Grove. These were followed in 1919 by the house at **no.344** and the flats at no.346. Lawson's buildings were among a group of houses and flats between Wando Grove and Orrong Road erected from 1916 to the 1920s that also included the houses at nos. 350, 352 and 360-362. By this time development had also commenced in Orrong Road where the houses at nos. 337 to 343 had been constructed by 1915.

In the early 1900s, prior to moving to 'Broxted', Howard Lawson was living just off Dandenong Road at 14 Shirley Grove, a Victorian era house that he altered and extended in 1915. In 1902 a large house called '**Pine Nook**' was erected at the south end of the street adjacent to the eponymous mansion, and with the promise of the electric tram at the doorstep all the remaining vacant lots in Shirley Grove were built on between 1909 and 1915.

Meanwhile, in the block between Westbury and Hotham streets houses began to fill the gaps left by the 1890s depression. In Westbury Street, the attached houses at 39-41 were built by 1910, while the house at no.29, designed by the noted architect Leonard Flannagan, was erected in 1913 for Mrs G.O.J. White. Along Dandenong Road, the two houses at nos. 242 & 244 were erected by c.1915, and on the west side of Hotham Street, several houses were built in the 1910s including nos. 1 & 3 at the north end, while closer to Alma Road houses built on the 'Waitara' estate included 21 & 23 Hotham Street, and the row of semi-detached houses at 35-45 Fulton Street, extending from the Hotham Street corner. The 'Waitara' mansion itself was converted to flats by 1919. Meanwhile, a pair of semi-detached houses was built at 38 & 40 Fulton Street and in 1917 Miss K. Hope had four brick duplexes erected at the north corner of Johnson and Hotham streets (the present 27-33 Johnson Street).

After many complaints by local residents significant improvements were made to Alma Park during the early 1900s. Seats and lighting were added, further plantings were carried out and two rotundas were installed, one of which survives today in the western reserve. The improvements had the desired effect; by 1916 Alma Park was described in a glowing newspaper article as a 'place of beauty' that reflected credit upon the gardener, Mr William Godden:

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*To think of the neglected condition of the reserve but a few years ago, and to glance at its present vastly improved conditions is a cause for wonderment and it is hard to believe that Mr Godden .... could have so successfully transformed what was a dull and uninviting scene into one of brightness and spectacular animation...*

Several new church buildings were erected in the early twentieth century. In 1902 St Mary's opened its new school hall and club rooms. Situated on the east side of the church at the corner of Westbury Street, it was designed by John Rigg and Godfrey & Spowers. A few years later the congregation of All Saints' decided to erect a new hall and Sunday School to celebrate its Jubilee. The foundation stone was laid in 1910 and the building, named Gregory Hall in honour of the first vicar John H. Gregory, was opened in 1911. P.G. Fick was the architect. Meanwhile, after years of worshipping in rented accommodation the General Baptist congregation finally built their own place of worship at the western end of Pakington Street. The foundation stone was laid by George Doery, the president of the Baptist Union of Victoria, on 27 March 1915. Built as a hall, and intended as a precursor to a church that never eventuated due to a lack of funds, the architect was W. Rain.

Further shops were built in High Street, filling in gaps or replacing older buildings.



**Figure 6.10-6 – High Street, St Kilda east side, in 1925.**

Source: State Library of Victoria

### **The interwar boom c.1919 to c.1940**

The significant population growth after World War I created a demand for housing and the expansion of the electric tram network along Chapel Street, Wellington Street, and High Street encouraged further mansion estate subdivisions and more intensive development as the building of flats accelerated throughout St Kilda. By the end of the interwar period St Kilda East was almost completely developed from High Street to Orrong Road.

The trend toward higher-density living in St Kilda East began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared toward the end of World War I in Dandenong Road. A 1919 newspaper article noted:

*It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to*

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erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (*Prahran Telegraph*, 18 October 1919, p.4)

By 1920 the first blocks of flats built by Howard Lawson in Dandenong Road were among 527 purpose-built flats in 92 blocks in St Kilda, a number that increased significantly over the following two decades. In 1925 the number of flats had increased to 884 in 164 blocks, before almost doubling to 1,679 in over 300 blocks between 1925 and 1930. By 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks throughout St Kilda.

St Kilda East was a popular area for flats, because it was close to public transport and shopping, and was noted for its historic character and elevated position with views to Alma Park and the surrounding district. Popular locations for flats included Alma Road, particularly the section opposite Alma Park, the 'Charnwood' estate and surrounding streets, and the tram routes along Chapel Street, Dandenong Road and Wellington Street.

In Alma Road, one of the first mansion-to-guesthouse conversions was carried out in 1913 and by 1940 there were seven between Chapel and Hotham streets. The conversion of mansions, and larger residences and terraces into self-contained flats soon followed. One of the first flat conversions in St Kilda East took place in 1920 at the west corner of Charnwood Crescent and Charnwood Grove. Designed by the notable architects Haddon & Henderson, this involved the conversion of two c.1880s houses in the 'Charnwood' estate and a new purpose-built block of flats known as '**Charnwood Oaks**'. Other flat conversions soon followed including some like 'Charnwood Oaks' that retained the original mansion with the addition of purpose-built flats.



**Figure 6.10–6 – ‘Charnwood Oaks’ S. Kilda, perspective view, showing conversion of two old residences into 9 self contained flats. Drawn by Robert J. Haddon F.R.I.B.A. 1921**

Source: State Library of Victoria

Within the 'Charnwood' estate and the surrounding area other flat conversions included '**Duband Court**' (c.1927, former 'Hilda Terrace') 28-36 Alma Road, '**Chandos Court**' (c.1920-1925) 17 Charnwood Crescent, and the houses at 5 ('Ravens Craig'), 15-17 & 19 Charnwood Road (c.1920-25), while in Crimea Street there was '**St Huberts**' (c.1925) at no.7 and 'Moana' (c.1920) at nos. 15-17, and in Redan Street 'The Albany' (1920) at no.8 was the first with the house at no.1 in 1937 being the last.

The huge demand for flats also led to the subdivision of the remaining mansion estates. 'Decomet' was subdivided in 1919 creating new building lots along the west side of Chapel Street between Alma Road and Redan Street, while in 1923 the grounds of 'Charnwood' were reduced by excision of land on the north and south sides of the mansion. Among the first buildings on both subdivisions were flats. On the 'Decomet' subdivision a duplex, designed by H.W. & F.B. Tompkins, was built in 1922 at 33 Chapel Street, and in the following year the '**Belmont Flats**' were constructed at the northwest corner of

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Alma Road. Designed by architects Richardson & Wood, 'Belmont' incorporated part of the original fence along the two street frontages. Houses were built on the other allotments in Chapel Street: 35 (c.1925), 37 (1926) and 39 (1922, designed by G.J. Sutherland).

In the 'Charnwood' subdivision, flats and houses were built on the land to the north of the mansion: '**Tyrell House**' flats at 6 Charnwood Grove (1923), '**Luxor**' flats at 9 Charnwood Road (1927), and the houses at 11 (1927), 11A (1928) & 15A (c.1930) Charnwood Road. The St Kilda Hebrew Congregation acquired the land to the south of 'Charnwood' as the site for a new and much larger **synagogue**. Designed by architect, Joseph Plottel, it was opened in 1926. The old synagogue on the opposite side of Charnwood Grove was then used as a hall and school until 1940 when it was replaced by the flats at 17 Charnwood Grove. A new school and hall, also designed by Plottel and known as the Meyers Memorial Assembly Hall and class rooms, was then built on the east side of the synagogue facing Charnwood Crescent in 1940.

At around the same time several mansion estates between Dandenong Road and Fulton Street, including 'Dulquhurn' and 'Cliefden' facing Dandenong Road and three along the north side of Fulton Street at nos. 2, 14 ('Chediston') and 20 ('Cranford'), were undergoing similar redevelopment. In the early 1920s 'Dulquhurn' was converted to flats, while the adjoining 'Cliefden' was demolished in 1924 and 10 new blocks of flats were built in the surrounding grounds from 1920 to 1938. Renamed as '**Ardoch**' and containing 45 flats, this was the largest interwar flat enclave in St Kilda and one of the largest in Melbourne, comparable to Howard Lawson's extensive 'Beverley Hills' complex built in South Yarra during the early 1930s. Another three blocks of flats were built in the 1930s on the balance of the estate facing the southward extension of Pilley Street at nos. 10, 11 & 12.

Most of the new flats within the 'Ardoch' complex were the double-storey 'duplex' type comprising two flats, one above the other (the single storey type placed them side by side), which became very popular during the late 1920s and 1930s. When Alma Grove was extended in the 1920s almost all the new dwellings constructed in the decade from 1925 to 1935 were single-storey duplexes. In Alma Road, the Dunlop Home Builders constructed a duplex in 1926 at 132A Alma Road.

To the south of 'Ardoch', the subdivision of 2 Fulton Street created Palm Court where three blocks of flats including 'Keswick Lodge' (2 Palm Court) and '**El Sonia**' (6 Fulton Street) and three single-storey duplexes were built in the early 1930s. In Fulton Street itself three houses (nos. 10, 12 & 16), and two, two-storey duplexes (18 & 20) were built in place of 'Chediston' and the western garden of 'Cranford', while on the south side two more blocks of flats were built at nos. 1 ('Carolina Court', 1928-1941) and 3 (c.1935). In nearby Johnson Street, duplexes were built on the land that had remained vacant since the late nineteenth century at nos. 2-8 (1928), 14-16 & 18-20 (1932) & 19-21 (1937). The construction c.1940 of the Warwick Court flats at no.17 completed development of the street.

In Alma Road, many of the large mansion estates were redeveloped during the interwar period. In the block overlooking Alma Park these included '**Sandhurst**' (c.1925) at the corner of Raglan Street, '**Bhadohl Flats**' (1935) at no.89, '**Alma Park Mansions**' (1935) at no.91, which all retained the original mansion in the development, whilst 'Graylings' (c.1935) at 95 & 95A replaced the eponymous mansion. On the north side of the road flats were built right on the edge of Alma Park at the rear of the late nineteenth century house at 94 Alma Road. East of the railway the 'Hammerdale' estate was subdivided in the late 1920s to create Hammerdale Avenue where the first houses were completed by 1929 (please refer to the Hammerdale Avenue precinct citation for further information) and between Hammerdale Avenue and Westbury Street '**Welford Lodge**' flats, designed by Joseph Plottel, were built in 1938 on part of the gardens on the west side of the 'Iramoo' mansion. 'Iramoo' survived briefly before it was replaced with the three blocks of flats at nos. 119A, 119 & 121 Alma Road by the early 1940s. East of Westbury Street '**Clovelly**' (1938) at no.138 and '**Olgmend Court**' (1940) at no. 147-49 replaced nineteenth century houses.

Other flats built within St Kilda East during the interwar period were clustered within the area bounded by the electric trams along High Street, Wellington Street and Chapel Street including: 38 Alma Road ('Dundas', c.1935), 12 Charlotte Place (1938); 16 (1939), 20 ('Raeburn', c.1940) & 23-25 (1940)

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Charnwood Road; 21 & 23 Crimea Street (both 1922); 1 (c.1935) & 3 ('Roston', 1920) Lambeth Place, 2A (1936) & 9 ('Crome Court', 1937) Marlton Crescent, 2 ('**Tintern**', 1928), 13 ('Grenroy Court, c.1935) & 33 ('Corowa', 1937) Redan Street, and along Wellington Street itself including 88 ('Kintore', 1940) & 114 ('Carinthia Court', 1926). Other interwar flats were situated on or proximate to the tram route along Dandenong Road include 304 ('**Corio**', 1939) & 350 (c.1935) Dandenong Road, '**Summerleigh**' 13 **Hughenden Road** (1940), and 'Wessex Manor' 18-20 Westbury Street (1935).

With the boom in flat building, construction of detached houses slowed, but did not cease entirely particularly in the less-developed areas close to Orrong Road. In the older established streets, the small number of new houses built during the interwar period includes 55 & 57 Octavia Street, 23 Odessa Street, and 1 Pilley Street. At 29 Crimea Street, major additions were made c.1937 to a Victorian house for the owner Ephriam Yoffa. Mr Yoffa was a businessman who established the Yoffa Hosiery Co. in Brunswick, which is credited with introducing the panty hose to Australia. Mr Yoffa was also connected to the arts community and the house reputedly contains a mural (now over-painted) by Danila Vassileff, a noted modernist painter.

In Alma Road '**Kindrogan**' (1923) at no. 60, and the **Richardson House** at no.69A (1920) were built on two of the remaining vacant lots, while the houses built in the early 1930s at nos. 93A, 93B, 151 & 153 were situated on mansion estate subdivisions. The houses at 151 & 153 Alma Road were built on the subdivision of the St Margaret's mansion estate at the southwest corner of Alma Road and Hotham Street. Also built on that subdivision were 'Ullawarra' (c.1939) a duplex at 155 Alma Road, and three houses at 29-31 Hotham Street. Designed by architect, Marcus R. Barlow, the Hotham Street houses were all built in 1929 for Brighton Homes Pty Ltd.

Meanwhile in Hughenden Road and the northern part of Orrong Road houses were built on the remaining vacant lots between 1920 and 1925. This included the detached bungalows at nos. 11, 15 and 19 Hughenden Road and 335 Orrong Road.

In the High Street shopping centre new buildings were constructed on the remaining vacant sites. In the block to the south of the Post Office, for example, the prominent grocery firm Moran & Cato erected a new shop at no.330 in 1914. The following year two new brick shops replaced old timber shops at nos. 322 & 324. Between these buildings was 'The Gresham' at nos. 326-328. The remaining vacant site at no.332 immediately to the south of Moran & Cato was built on by 1920 and the rebuilding of this block was completed when the Queens Arms Hotel was rebuilt in 1923-24 to designs prepared by architects Sydney Smith & Ogg. The Post Office Hotel further to north was remodelled in 1931. The construction of several motor garages including the one designed by Oakley & Parkes and erected in 1925 for the Canada Cycle & Motor Co. at the south corner of Charnwood Crescent demonstrated the growth of car ownership.

Ironically, it was the increase in motor traffic that had by late 1920s led to the decline of High Street as a shopping centre because of the dangerous traffic conditions: only sixty feet wide, it had become the most notorious bottleneck in Melbourne. Competition from newer centres such as Acland Street and Carlisle Street was also a factor in its demise. The Mayor of St Kilda, Cr. Burnett Gray said in August 1934:

*High-street as a shopping centre is now a memory and will never again be what it was before modern transport was introduced.*

As the population grew so did most of the church congregations. In 1927 a new hall was built at St George's to replace the original one of 1886. Henry Hare & Hare were the architects. The exception was the Particular Baptists. By 1922 the congregation had dwindled to the point that the church was closed and sold to the Balaclava Freemasons Lodge. The Lodge altered and extended the building to use as their Temple. Seabrook & Fildes designed the additions carried out in 1936.

In 1936 another landmark was added to Chapel Street with the opening of the Astor Theatre at the north end opposite All Saints' Church. Designed by the architect, Ron Taylor, in the Jazz Moderne style

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it was officially opened on 3 April 1936 at a ceremony attended by the mayor and councillors of St Kilda. The site of the Astor had previously been used for a cinema from c.1912-c.1917.

Further trees were added and improvements made to Alma Park and the 1920s St Kilda Council also embarked on a concerted campaign of planting street trees throughout the city. The trees now lining Charlotte Place, Charnwood Road, Cintra Avenue, Crimea Street and Redan Street were planted during that time.

The significant growth in St Kilda East led to the need for a new electricity substation, which was built by the Melbourne Electricity Supply Co. in Alma Grove in 1928.

### Post-war redevelopment c.1945 onwards

Residential building in St Kilda East ceased during World War II and slowly recovered after the war. After experiencing almost no growth since the early 1940s another boom in flat-building began in the mid-1950s. This was fuelled by population growth and a housing shortage after World War II, changes to building codes and the introduction of company title (and later stratum and strata-title) that enabled flats to be sold individually as 'own your own' units. Between 1961 and 1971 flats increased from 38% to 62% of all dwellings in St Kilda and the population increased by 10,000 people at a time when the populations of other inner-city suburbs were declining.

With limited vacant land the new flats in St Kilda East began to replace the older housing stock. In Alma Road, for example, in 1959 the 'Park View' flats replaced a mansion that had stood at the northwest corner of Westbury Street since the 1870s. This was the first of many blocks of flats that replaced Victorian era mansions along Alma Road in the 1960s and early 1970s. Other streets where significant flat building occurred included Chapel Street, Charnwood Crescent, Charnwood Road, Charnwood Grove, Crimea Street, Redan Street and Westbury Street. Many early houses and mansions were lost during this frenzy of building: in 1959 the eponymous mansion at the end of Shirley Grove was demolished and replaced by a complex of flats '**Shirley Court**', and in 1963 the end of an era came when the 'Charnwood' mansion, by then converted to flats, was finally demolished.

However, there were some notable exceptions: In Alma Road the early mansions 'Shirley' at no.40 and 'Aldourie' at no.89 were incorporated into the flat developments built around them. Of these, 'Shirley' including its remarkable Classical style façade remains relatively intact (though largely hidden), while 'Aldourie' is less intact, but still partly visible from Chapel Street.

Few of the new flats were architect designed. Exceptions included the flats at the north corner of Redan and Crimea streets, designed by Norman Brendel and erected in 1959-60, and the flats at the north corner of Westbury and Fulton streets, designed by Mordecai Benshemesh and erected in 1960. Mordecai Benshemesh was well-known as a designer of apartment blocks in St Kilda during the post-war era, beginning with small-scale walk up flats in the 1940s and progressing to 'high-rise' blocks such as 'Edgewater Towers' (1959-60), which enhanced his reputation as one of Melbourne's leading designers of high-density residential developments.

The other significant change during the late 1960s and early 1970s was the rebuilding of St Kilda Junction and widening of High Street/St Kilda Road, which resulted in the destruction of all the buildings along the west side between the Junction and Carlisle Street. This hastened the decline of High Street/St Kilda Road as a commercial centre. Many shops were closed or changed to other uses. In 1985/86 the five shops at 322-332 St Kilda Road were consolidated and redeveloped as an office and showroom complex. The original parapets to nos. 322-328 and an internal passageway with a roof lantern above were retained. The parapet to no. 330 was modified and a parapet to no. 332 added to match those at 322-328 and a 'heritage' style bullnose style verandah was added. New buildings and car parking were constructed at the rear.

By the 1980s the congregations of some of the foundation churches had begun to decline and this led to the need for some churches to merge or close. The numbers at St Kilda Baptist Church in Pakington Street had fallen to 15 by 1981 and the church was threatened with closure, but the arrival in 1984 of



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the Reverend Tim Costello revitalised the church and by 1988 the congregation had grown to 100. At around the same time the last Free Presbyterian church service was held on 23 November 1986 and the congregation moved to Wantirna (the building was then used for services by the Salvation Army). In 1997 St George's merged with former East St Kilda and Windsor Congregational churches to form the East St Kilda Uniting Church parish and buildings on the site are now used by St Michael's Grammar School.

The continuing strong connection of the Jewish community to St Kilda East was recognised on 20 August 1995, when the then Governor General, Bill Hayden, officially opened the Jewish Museum of Australia, Gandel Centre of Judaica, named in honour of the Museum's lead benefactors, John and Pauline Gandel. The site for the museum was a property in Charnwood Crescent, directly opposite the Synagogue, that extended through to Alma Road. Established in 1977, the Jewish Museum of Australia in its formative years organised exhibitions and began to build a collection before opening temporary premises in the disused classrooms of the Melbourne Hebrew Congregation, South Yarra.

### Schools in St Kilda East

The status of St Kilda as a desirable residential area in the late nineteenth century led to the establishment of several private schools and in 1891 St Kilda and Hawthorn contained nearly thirty private schools between them, the highest proportion per head of population in Melbourne. Several of these were within St Kilda East including All Saints' Grammar School, Alma Road Grammar School, Fairleigh Ladies' College (later Clyde School), The Priory Ladies' College, Wattle House School and Cumloden College. Most, however, were relatively short-lived and some were closed during the economic depression of the 1890s when enrolments in private schools fell dramatically, while the introduction of the new *Education Act* in 1910, which saw the opening of new State secondary schools and imposed new costly regulations upon private schools, led to further closures with the number of independent schools falling from 945 in 1898 to almost half that number in 1912.

For example, at The Priory Girls School, established by Miss Hatchell Brown in 1887 on the site of the Alma Road Grammar School at 59 & 61 Alma Road, numbers plummeted from 66 to just 27 in 1893 and the school eventually closed in December 1913. The school building at no.59 was later demolished, but Miss Brown's residence at no.61 survives today.

Alice and Florence Chambers established the Fairleigh Ladies' College in a mansion house in Alma Road in 1874. The school became one of the leading private ladies colleges in Melbourne and in 1910 it was taken over by Miss Isabel Henderson, a leading educationalist. Renamed as Clyde School, it continued at this site until c.1919 when it was relocated to Woodend. After this, the building reverted to a private residence and later became an aged care facility known as 'Alma House', which survives today at 134 Alma Road.

Three schools that continue today are **St Michael's Grammar School**, **St Mary's Primary School** and **Christian Brothers' College**. St Michael's Grammar School was opened in 1895 as the Collegiate Day School for Girls in the former 'Marlton' mansion in Marlton Crescent and over the past 100 years has grown significantly and now occupies several buildings spread across a site extending through to Redan and Chapel streets. Both St Mary's Primary School and Christian Brothers' College trace their origins to the denominational school established in the first St Mary's Catholic Church, opened in 1854, and now occupy a complex of buildings on either side of Westbury Street to the east and south of St Mary's church complex in Dandenong Road. Please refer to the individual citations for these places for further details.

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### 6.10.3 Description

#### Overview

St Kilda East covers a large area in several parts with Wellington Street and Dandenong Road as its north boundary extending from St Kilda Road to Orrong Road.

Along the east side of St Kilda Road are two areas that comprise the remnants of the historic High Street commercial precinct. The northern section includes all the properties between Charnwood Road and Alma Road, while the southern section includes nos. 300-338, generally from Inkerman Street to Pakington Street, and 98-104 Inkerman Street. Also included in the southern section is the St Kilda Baptist Church at 11 Pakington Street.

Alma Park forms the centrepiece to the precinct and is bounded along its west side by the impressive group of church and public buildings along the east side of Chapel Street, and St Mary’s church and school complex facing Dandenong Road and along Westbury Street.

The balance of St Kilda East comprises the residential areas to the west and east of Alma Park. To the west of Alma Park this includes most of the block to the north of Alma Road including the whole of Charlotte Place, Chapel Street (except no.41) Charnwood Crescent, Charnwood Grove, Charnwood Road, Cintra Avenue, Crimea Street, Marlton Crescent, Moodie Place, as well as parts of Octavia Street, Redan Street, Robertson Avenue, and Wellington Street. South of Alma Road the precinct encompasses the whole of Alma Grove, Lambeth Place and Odessa Street, all the houses in Alma Place, and part of the north side of Argyle Street west of Lambeth Place.

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Between Alma Park and the St Kilda Cemetery the precinct takes in parts of Fulton, Hotham, Johnson, and Westbury streets, and the whole of Ardoch Avenue, Johnson Street, Palm Court, Pilley Street and Dandenong Road between Pilley and Hotham streets. There is also a small group in Alma Road comprising nos. 132, 132A, 134, 135, 136, 138 & 138A. East of St Kilda Cemetery the precinct includes all of Shirley Grove, 304 & 342-362 Dandenong Road, 11-19 Hughenden Road and 335-341 and 1/343 Orrong Road.

The residential areas contain houses and flats predominantly from the Victorian, Federation/Edwardian and interwar periods interspersed with post-war flats. The long history with several key development periods has resulted in streets that have a diverse character (e.g., Alma Road, Chapel Street, Charlotte Place, Charnwood Crescent, Grove & Road, Crimea Street, Fulton Street, Johnson Street, Octavia Street, Redan Street & Shirley Grove) as well as streets that were developed mostly within one period and have a more homogeneous character (e.g., Alma Grove, Cintra Avenue, Frampton Street, Lambeth Place, Marlton Crescent, Moodie Place, Odessa Street, Robertson Avenue, Somerset Street, Wellington Street).

The intactness and integrity of the buildings within the precinct varies. Buildings that retain high intactness or good integrity are designated as Significant (shown as red on the precinct map), while buildings that have lower integrity are designated as Contributory (shown as green on the precinct map). The exceptions are some buildings where the alterations themselves are of historic, aesthetic or architectural interest (e.g., Victorian house converted to flats).

The setting of the buildings within the precinct is enhanced by historic infrastructure and other features such as bluestone kerb & channels, bluestone laneways, the pillar post box on the north side of Alma Road east of Chapel Street, the cast iron base of a former gas street lamp at the east corner of Alma Road and Odessa Street, the interwar substation on the south side of Alma Grove with rendered walls with an Ox-bow parapet and timber doors, and the mature street trees (*Platanus sp.*) in Charlotte Place, Charnwood Road, Cintra Avenue, Crimea Street, Dandenong Road and Redan Street.

Notable streets within the precinct include:

- Alma Road, which despite intrusive later development, contains an important collection of substantial villas from the late nineteenth century, complemented by some interwar houses and flats.
- Chapel Street, which contains an impressive group of landmark buildings including three churches, the St Kilda Drill Hall, Astor Theatre, as well as two late nineteenth century mansions and two intact groups of Federation/Edwardian and interwar housing.
- Charnwood Crescent and Charnwood Grove, which comprise late nineteenth century houses interspersed with early twentieth century flats surrounding the landmark St Kilda Hebrew Congregation Synagogue and hall/school complex.
- Charnwood Road and Crimea Street, which contain a rich collection of late Victorian and interwar houses and flats including several individually notable examples, as well as the former Baptist Church in Crimea Street, and are also enhanced by the mature street trees (*Platanus sp.*).
- Cintra Avenue and the south side of Charlotte Place, which contain an intact collection of Federation/Edwardian houses, many with Queen Anne details. The streetscapes are enhanced by mature street trees (*Platanus sp.*).
- Dandenong Road, which is a remarkable boulevard on account of its very great width and landscaped plantation with rows of mature street trees (*Platanus sp.*) and the central tramway reservation enriched by the row of decorative centre span poles.
- Frampton Street, which contains a collection of early timber cottages.
- The highly intact and very consistent Edwardian housing in Moodie Place, and along the west side of Lambeth Place.

- Palm Court, a very intact interwar cul-de-sac containing flats and duplexes with original front fences and garages.

### Alma Park and surrounds

Divided into two by the Sandringham Railway cutting, the eastern reserve has an oval at the centre which is bounded on the north and south by mature trees including Oaks, Figs, Pines, and Elms set within lawned areas. The main path along the railway cutting has an Elm avenue alternating with *Pinus radiata* and there is a mature row of *Pinus radiata* near the rail cutting. The main feature of the western reserve is the pathway that extends from the southeast corner to the northwest entry on Dandenong Road. This is lined by borders containing exotic trees, shrubs and perennials and edged with volcanic rock typical of the nineteenth and early twentieth centuries. At either side of the central garden beds are rows and specimen plantings of mature elms and other trees including an avenue of Olives, and a group of Stone Pines. Other significant trees include several Canary Island Palms, a Washingtonia Palm, a line of Pepper trees along the railway cutting and a large Moreton Bay Fig in the southeast corner. Two early buildings in the western reserve are the park keeper's lodge, a cottage in the domestic Gothic Revival mode at the Dandenong Road entrance, and the Edwardian rotunda just to the west of the central pathway near the Olive avenue.



**Figure 6.10-7 – Dandenong Road, pre-eminent among Melbourne's Boulevards, marks a northern boundary of the Municipality while Alma Park is the centrepiece of the precinct.**

Nestled into the northwest corner of Alma Park is **St Mary's Catholic Church complex**, which includes the bluestone Gothic Church, the adjoining two storey Italianate Presbytery, and the Federation era hall and offices at the corner of Westbury Street (refer to the individual citation for further details of these buildings). Along the street frontages is a low rendered fence with dwarf piers and taller piers with pyramidal caps and mild steel gates marking the entries, and the grounds contain mature exotic trees set in lawns and a cypress hedge in front of the presbytery. To the south of the church complex the Christian Brothers' College extends along the west side of Westbury Street. This comprises a long, two storey building with a gabled tile roof, built in stages, punctuated by a square tower and a projecting gable. Walls are of red brick with rendered details around the openings and under the eaves. Windows include tall pairs of timber sash with toplights, and pointed windows and openings to the tower and below the projecting gable. The building is complemented by a low brick fence. To the south is a 1960s hall with a barrel-vaulted roof, and behind the main building at the north end is the heavily altered remains of the Victorian mansion that for many years served as the residence for the Christian Brothers. Behind this building is a two storey building with a hipped roof that incorporates the original 1879 school building, which was extended into its present form in 1938-39. On the opposite side of Westbury Street is St Mary's Primary School, which retains an interwar front fence of similar design to the church complex.

### Chapel Street

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Chapel Street is notable for the collection of landmark buildings, which include at the north end the Arts & Crafts **All Saints' Hall** and the Jazz Moderne **Astor Theatre** that form an impressive gateway at the major intersection of Dandenong Road. All Saints' hall forms part of the church complex comprising the imposing bluestone church, brick rectory, as well as mature trees. To the south of All Saints' is the former **St. Georges Presbyterian Church**, which is distinguished by its slender bell tower and Sienese banded brickwork, and is complemented by the interwar hall and the original cast iron fence across the frontage. To the south of St George's is Port Phillip's largest timber building: the former **St Kilda Orderly Rooms drill hall**, which is just to the north of '**Cloyne**' the thirty-room stuccoed brick mansion in the Italianate style that faces toward Alma Park. Finally, at the south end is the former **Free Presbyterian church** complex, which includes the simple bluestone chapel in the Gothic Style and the former Manse, dating from the 1850s but extensively remodelled in the 1930s in the Tudor Revival style.



**Figure 6.10–8 – St. George's Uniting (former Presbyterian) church of 1877-80 and the former St. Kilda Orderly Room dominate the Chapel Street hill**

The west side of Chapel Street otherwise contains residential buildings, which include late nineteenth century mansions '**Rondebosch**' and '**Elmwood**' at nos. 25-27 (now part of **St Michael's Grammar School**), the Edwardian and Queen Anne houses in and between Charlotte and Cintra avenues, and the interwar bungalows and the '**Belmont**' flats between Redan Street and Alma Road. These are described below.

### The residential areas

The earliest houses in St Kilda East date from c.1850 to c.1875 and include several houses, one terrace, and seven mansions. Of these, four (former '**Hilda Terrace**' 28-36 Alma Road, house now part of '**Chandos Court**' flats at 17 Charnwood Crescent, former '**Dulquhurn**' now part of the '**Ardoch**' complex in Dandenong Road, and '**Waitara**' at 19 Hotham Street) were converted into flats during the interwar period and are discussed below.

Perhaps the earliest surviving house in St Kilda East is '**Oberon**' at 2 Lambeth Place. Possibly constructed in the 1850s, this is an unusual prefabricated timber house and an analysis of the timber used in its construction suggests that it was manufactured in Europe.

Argyle Street, Frampton Street and Octavia Street also contain some houses that may date from c.1870 or earlier as they appear to be shown on the 1873 Vardy Plan. A notable and relatively intact example is the double fronted timber cottage at 62 Octavia Street, constructed c.1862, which has a symmetrical façade with timber sash windows, a transverse gable roof clad in slate, an original or early verandah with simple timber frieze and posts with cast iron brackets, and one low brick chimney behind the main roof. Other examples include 72 Argyle Street (a brick house was shown in this location on the 1873 Vardy Plan and although this house appears to have been altered in the early twentieth century, the simple symmetrical form with an arched central doorway is typical of early houses), and the gabled or hipped roof timber cottages at 6, 8 & 10 Frampton Street (although 8 and 10 are very altered they retain a simple gabled form typical of early buildings and appear to be in the same position on the lot as the

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cottages shown on the 1873 Vardy Plan), and 45 (interwar alterations including a projecting gabled bay) & 49 (altered, with an early twentieth century terracotta tile roof and verandah) Octavia Street.



**Figure 6.10–9 – ‘Oberon’, 2 Lambeth Place (left) and 62 Octavia Street (right)**

Most of the other pre-1870s houses are situated within the ‘Charnwood’ estate and include four surviving examples of those built by Thomas Newton at 13, 14, 15 & 24 Charnwood Crescent. They have been altered to varying degrees, mostly during the interwar period. No.15 appears to be the most intact. Asymmetrical in form it is constructed of bi-chrome brick with a slate roof and retains several brick chimneys with rendered panels and dog-tooth corbels. The window to the bay has been replaced during the early twentieth century. The house at no.14 is also asymmetrical with some similar details such as the chimneys, but has been rendered and now has an interwar verandah supported by square fluted column and a shallow bay window to the projecting bay. No.13 is of interest as a more considered inter-war renovation overseen by architects. Here the original verandah has been replaced by a flat roof that appears to float above the brick and render piers. There are boxed multi-pane windows, a front door with side lights and a diamond pattern toplight. The renovation of the other house at no.24 has resulted in a broad hipped tile roof with a small gablet over the entrance that imparts a Federation bungalow character. Of note is the integral garage.

The other c.1870s houses in Charnwood Crescent include nos. 3 and 5. No. 3 is an intact double storey symmetrical villa with a finely detailed verandah and tall casement windows. The hipped roof is clad in slate and there are several rendered chimneys. At the rear is a small gabled brick outbuilding facing Alma Road. No. 5 on the other hand is an unusual building, which is notable for the large square roof lantern with arch headed windows and pilasters at the apex of the rectangular pyramidal roof. Also built on part of the original ‘Charnwood’ estate is the two storey terrace pair at 42-44 Alma Road (east corner of Charnwood Crescent). They have typical 1870s terrace form and detailing with a simple bracketed cornice, and cast iron verandahs enclosed by wing walls with cast cement decorations. The unusually deep front setback is also typical of pre-boom era terraces.

The surviving 1870s mansions that remain relatively intact all demonstrate the Renaissance Revival style, with some such as ‘**Rondebosch**’ and ‘**Toldara**’ distinguished by their Neo-Classical form and details. ‘Rondebosch’ at 25-27 Chapel Street is the most intact. It is a two-storey villa with a colonnaded verandah and symmetrical facade with entablature, with the two storey wing on the south side being an early addition. Designed by the same architect as ‘Rondebosch’, ‘Toldara’ at 40 Alma Road employs similar classical details, with the traditional hierarchy of classical orders used for the columns and corner piers: Tuscan for the ground floor and Corinthian above, as well as the use of heavy rustication for the ground floor, but smooth ashlar (or render ruled to resemble stone ashlar) to the first floor, urn-shaped balusters to the first-floor balcony, and a classical architrave, frieze and cornice to the parapet. Also, like ‘Rondebosch’ it has a pair of canted bay windows that became common later for Italianate houses. It is now partly concealed by the 1960s flats built in front and on the east side.

The two-storey house (and former 'Fairleight Ladies' College') at 134 Alma Road has a simple corniced parapet and elegant although restrained classical details. The verandahs have been partially enclosed, but some of the original Tuscan columns (square at the corners, round between) remain, as do the arched openings at each end, the arched entry door and the window to the left of the entry (the window to the right may be original, but has been moved forward). **'Marlton'** in Marlton Crescent (now part of St Michael's Grammar – refer to individual citation) is much simpler. The original house has a hipped roof, round-headed windows set above inset panels with moulded architraves and keystones, below a frieze comprised of paired eaves brackets with moulded panels set within a stringcourse, and a simple verandah with timber frieze and brackets (possibly reconstructed) with the entrance at the side. The rendered chimneys have bracketed cornices and stringcourses. The 1906 addition on the east side is sympathetic in detail, but disrupts the symmetry of the original house.



**Figure 6.10–10 – The former 'Marlton' (left) and 'Rondebosch' (right), both now part of St Michael's Grammar School.**

By comparison the two other 1870s mansions at **87 ('Aldourie')** and **89 Alma Road** are less intact. The front of 'Aldourie' is almost fully concealed by the postwar flats, and only the west side wall is visible from Chapel Street. It has rendered walls with ashlar patterning, a hipped roof and some surviving moulded decoration. The front of no.89 is more visible. It has a hipped roof and six-over-six sash windows. At the front to one side are the hipped roof flats dating from the interwar period.

The other pre-1870 single-storey house at 24 Johnson Street has been altered (non-original roof tiles, overpainting or rendering of walls), but retains the characteristic Victorian form and detailing including twin canted bays with a verandah (altered) between, double hung timber sash windows, ovolo profiles terminating in a stop chamfer to the window reveals and wall corners, paired eaves brackets and several rendered chimneys with cornices. The layout appears to be same or similar as shown on the 1897 Melbourne & Metropolitan Board of Works Detail Plan No.1407.

Most houses constructed during the late nineteenth century boom (1880s to 1890s) are Italianate in style with symmetrical or asymmetrical (the latter with projecting faceted or flat bays) massing, rendered or bi-chrome brick walls (or, less commonly, timber with ashlar boards to the façade) and chimneys, hip slate or iron rooves and verandahs with ogee, skillion or bullnose roofs supported on cast iron or timber posts with cast iron frieze. Many are distinguished by elaborate stucco ornament including balustraded parapets and shaped pediments, intricate iron lacework and complex tiled patterns on verandah floors and pathways. Most are detached and there are several attached pairs, and two terrace rows.

Notable detached boom-era villas include **'Sandhurst' 101 Alma Road, 3 Crimea Street** (retains original cast iron front pedestrian gate and pillars) and 100 Wellington Street, which are all distinguished by ornate façade detailing. The houses at 5 & 7 Pilley Street are also notable for the elaborate detailing to the tripartite windows that feature pilasters with incised decorations and classical capitals. Although altered, 24 Marlton Crescent is notable for the elaborate detailing to the projecting bay, which includes a broken pediment. 18 Crimea Street on the other hand is a fine and intact bi-chrome brick villa that

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has a corner tower, a return verandah that wraps around the projecting bay and what appears to be an early brick cistern or tank in the front yard.



**Figure 6.10–11 – Italianate villas at 3 & 5 Crimea Street (left) and 100 & 98 Wellington Street (right)**

Other detached boom-era Italianate houses and villas include:

- 68 & 70 Argyle Street;
- Alma Road - 49, 51 (a gabled example), 55, 67 (characteristic form, but constructed of red brick with rendered bands and details that demonstrate a transition to the Federation period and complemented by an original cast iron front fence), 70 (retains an original front fence and possibly an early outbuilding in the rear yard), 72 (notable for the return verandah, which is arcaded at the ground-floor with round arches and large keystones, while above is a masonry balustrade with urn-shaped balusters. At both levels, robust cast-iron columns are used), 156 and 158;
- 10 Charlotte Place (a timber example);
- 15 Charnwood Grove. This has an arcaded ground floor verandah, which is unusual as the first floor does have any columns, but acorn terminations instead, which are also used on the balustrade above the canted bay window;
- Charnwood Road - 6, 7, 8, 24, 26, 32, 34 & 40;
- Crimea Street - 4, 6, 5, 9, 8, 27, 30, 31 & 39;
- 22 (see individual citation) & 36 Fulton Street (unusual form with both hipped and gable-fronted bays, also retains an early brick outbuilding in the rear yard);
- Marlton Crescent - 3, 4, 6, 7, 11, 13, 15 & 22. All were originally asymmetrical bi-chromatic villas with canted (4, 6, 7, 11, 13 & 15) or flat (3 & 22) bays. No.22 has been painted or rendered;
- 33 (timber), 35, 47 (timber), 59 & 64 (timber) Octavia Street;
- Odessa Street - 2, 5, 6, 7, 8, 9, 10, 11, 12, 13, 17 & 19. Two types of bi-chromatic brick villas, asymmetrical in plan with either flat or canted bays with similar details, suggesting they were constructed by the same builder. Not all are intact, some have been rendered or details altered (windows replaced, roof materials replaced), Also, no.30 built of timber with ashlar boards to the main facades;
- 3, 15 & 27 Redan Street;
- 7, 13 & 18 Shirley Grove; and
- Wellington Street - 86 (of note for the parapetted classical style porch with an arched opening framed by Corinthian pilasters and what appears to be the original front fence), 98, 102 & 104 (a timber example, notable for its intactness and diminutive size).



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Notable attached pairs include the highly intact boom era terraces at 10-12 Crimea Street, which retain their original front fences, and the bi-chrome brick pair at 48-50 Alma Road that have return verandahs and projecting bays at the side. Other fine examples are:

- 28-30 Charnwood Road. This pair is notable for the heavy masonry verandah, which is arcaded to the ground floor and trabeated to the first floor. The ground-floor arcading uses round arches with red brick piers and run cement moulding and keystone to the arch. Above the outer bays there is a floating triangular pediment with a bas-relief cartouche in the tympanum. At the first-floor level, there are unusual cement balusters between the red brick piers and large curved consoles above the run capital mouldings;
- 'Miltown' and 'Malbay' at 18 & 20 Odessa Street. Although partially hidden by high fences, this bi-chrome brick pair is notable for the largely intact and highly decorative balustraded parapets crowned by triangular pediments with the house names in relief. The cast iron verandahs are also intact and feature cast iron posts entwined in faux vines; and.



**Figure 6.10–12 – 'Miltown' and 'Malbay' (left) and 10 & 12 Crimea Street (right)**

- 102 & 104 Inkerman Street. This pair is notable for the balustraded parapet with a dentillated cornice and a distinctive pediment incorporating a shield flanked by scrolls, and the rich moulded cement details typical of boom era terraces including the label moulds over the round arched windows. These relatively grand houses (one built for a merchant who owned a business on the adjoining site now occupied by a car park) stand out in an area that was otherwise historically characterised by the modest houses that survive in Bath Place

Other attached pairs are the similar bi-chrome brick houses at 17-19, 18-20 & 23-25 Marlton Crescent (nos. 18-20 are of interest as they share an undivided hip roof), 14-16 Odessa Street, and 94-96 Wellington Street. The terrace rows are 'Mona Terrace' 56-66 Argyle Street (comprising five of the original nine houses, this is of bi-chrome brick with original verandah frieze within a timber frame and brackets to nos. 56-60, simple parapet with arched pediments flanked by scrolls and brick and render chimneys) and 22-28 Odessa Street (bi-chrome brick with a simple parapet and triangular pediments).

The exceptions to the Italianate rule within the precinct include the houses at **61 Alma Road**, one of the only examples of the American Romanesque style in Victoria, and **92 & 94A Alma Road**, which are in the Gothic Revival style (see individual citations).

There are also several relatively simple single or double fronted timber or brick detached cottages with hipped or transverse gable roofs and limited decoration. Typical examples include 2 & 4 Frampton Street, and 3-7 & 10-12 Johnson Street. A notable example is 60 Octavia Street, a double fronted symmetrical timber cottage with a transverse roof with rendered chimneys positioned at the gable ends. 25 Johnson Street is also of note as a less common gable fronted example, which remains relatively intact including what appears to be an early or original concave verandah with a cast iron

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frieze set within a timber frame, a tri-partite window, a rendered chimney and a broken finial at the gable.

Like some of the 1870s houses described above, several of the boom era Victorian houses were remodelled in the twentieth century, adding a layer of architectural interest. The remodelling ranged from relatively minor changes such as the new verandahs often with Arts & Crafts detailing (e.g. 28 Crimea Street, 72 Wellington Street) to more comprehensive makeovers such as 4 Charnwood Road (new verandah supported on Tuscan columns and new or modified windows including a porthole), 35 Crimea Street (new half timbered gable end and verandah), 15 Odessa Street (transformed to a gable fronted bungalow complete with shingling to the gable ends, although the Victorian chimneys and windows remain), and the conversion of 10 & 12 Shirley Grove to 1930s style bungalows (complete with low brick or render front fences). The house at 21 Odessa Street now has Federation/Edwardian style gable with half-timbering to the projecting bay, but retains the original Victorian chimneys and what appears to be the original front door frame and surrounds.



**Figure 6.10–13 – Victorian villas with interwar makeovers – 28 Crimea Street (left) and 10 & 12 Shirley Grove (right)**

The Federation and Edwardian period is represented by simple single and double fronted houses constructed of red brick with stucco detailing either gable fronted or asymmetrical in plan with hip and/or gable roofs and verandahs either bull-nose or as an extension of the roof with turned timber posts and timber stat or fretwork friezes, usually casement sash windows (sometimes with coloured or leadlight toplights) and half timbering or shingling to the gable ends. As noted in the history, most of these were built in small subdivisions within a short period of time and often by the same builder, resulting in very consistent and cohesive streetscapes.

Almost all the houses of this era are of brick construction. The exceptions are 9 Shirley Grove and 12 Frampton Street, both of timber. The former has the typical features described above being asymmetrical in plan with a tiled roof and casement windows. The latter on the other hand is a simple hipped roof cottage with a symmetrical façade and a skillion verandah that demonstrates the transition from the double fronted cottages of the Victorian era.

Of note are the Charlotte and Cintra group, which comprise mostly double-fronted houses, with one single-fronted pair at nos. 1 & 3 Charlotte Place. The houses, which are mostly very intact, display the influence of the Queen Anne style through their picturesque form with dominant roofs and prominent projecting gables facing the street, Art Nouveau details including leadlight windows and timber fretwork, conical tower-like elements and corner windows, dormers, tall brick and render chimneys with terracotta pots, verandahs on more than one side and bays and bay windows. Of note is the house at 17 Chapel Street, which has a bay window at the corner of the verandah creating a strong diagonal emphasis and a small attic balcony in the roof, while 21 Chapel Street retains a rare example of an early garage.

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The houses constructed in Moodie Place and adjoining streets are simpler in form and comprise mostly gable fronted detached single cottages or pairs ('duplexes'), and asymmetrical detached houses. Many of the houses have similar detailing with subtle variations including half timbered gable ends with either conventional straight timbers (e.g., all of Moodie Place, 37-41, 72 & 74 Octavia St), a simplified sunray (54-58 Octavia St, 2 & 4 Robertson Ave) or a geometric pattern (50, 52, 68 & 70 Octavia St), verandahs with cast iron frieze enclosed by wing walls with consoles and vermiculated blocks surmounted by urns, and corbelled chimneys with terracotta pots. Most are very intact and those on the west side of Moodie Place have bluestone steps with some retaining original tessellated tile pathways. There are very similar houses along the west side of Lambeth Place including 4, 6, 6A & 10-36. Other Edwardian houses are found at 3-11 & 6-12 Alma Place, 74 & 76 Argyle Street, 242 Dandenong Road, 35-45 & 38-40 Fulton Street, 1 (very intact – retains cast iron front fence), 21 & 23 Hotham Street, 27-33 Johnson Street, 11-21 Lambeth Place, 1 & 3 Odessa Street, 335-343 Orrong Road, and 3 & 5 Somerset Place.



**Figure 6.10–14 – Edwardian houses in Lambeth Place (left) and Octavia Street (right)**

The number of attached pairs or 'duplexes' throughout the precinct demonstrates the growing popularity of this type during the Federation/Edwardian period as it was an economical method of building but avoided the stigma of fully attached Victorian era row houses that were perceived as cold and dark. An unusual example is **6-8 Robertson Avenue** where the houses are completely different in appearance, although they share typical Edwardian materials and details.

Another variation on the typical 'duplex' type that emerged during the Federation/Edwardian period was two dwellings designed to appear as a single house, and usually only distinguished by a dividing wall that punctuated the roof. Examples include 360-362 Dandenong Road (the low brick fence with cast iron railing to 362 may be original), and 1-3, 15-17 & 19-21 Shirley Grove.

Most of the houses of this era are single storey, the exceptions are 93A Alma Road (double gable front with brick and render walls, window hoods and tall chimneys with terracotta pots), **'Pine Nook'** 22 Shirley Grove (a finely detailed Queen Anne house set within mature gardens), and 116 Wellington Street (asymmetrical in plan with 'flying' half-timbered and bracketed gable ends, jettied first floor bay window, tall brick and render chimneys, and a return two-level verandah with timber fretwork and corner gable).

Another two-storey Federation building is the former hospital (now flats) at 76 Octavia Street. L-shaped in plan, this is constructed of brick with a terracotta tiled roof with ridge capping and finials and half-timbered gable ends. The end wall facing the street has an unusual projecting box bay window with narrow multi-paned sashes, above a similar window set in the wall. Other windows are double hung sash. An external concrete stair leads to the upper level on one side.

The late Federation period also saw the emergence of the Arts & Crafts bungalow, which is characterised by simple massing, and broad simple roofs (often with transverse gables) with wide eaves and exposed rafters, with the main roof extending to form the verandah, which is supported by

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masonry piers and/or timber posts. Walls are of roughcast, face brick or timber shingles. Chimneys are of brick with roughcast details and often have terracotta pots or are tapered. They are usually single storey, but sometimes have attic rooms. Notable late Federation (or early interwar) Arts & Crafts attic bungalows include **31 Redan Street** (designed by Edwin J. Ruck) and **29 Westbury Street** (designed by Leonard J. Flannagan). Other examples include 138 Alma Road, 29 Crimea Street, 244 & 352 Dandenong Road (no.352 is complemented by an original front fence), and 14 Shirley Grove (designed by Howard Lawson). 29 Crimea Street and 14 Shirley Grove are both the result of major additions to Victorian houses.

The precinct contains a rich and diverse collection of flats dating from the late 1910s to the 1950s. Many of the early flats in St Kilda East, built during the period from c.1915 to c.1920 are in the Arts & Crafts style, with some demonstrating the transition to the California Bungalow style that became popular after World War I. From the mid-1920s onwards Old English, Spanish Mission and Georgian Revival became the most fashionable styles for residential architecture in Victoria. As Lewis (1992:1) notes:

*The period after the Depression saw a shift towards the new and exciting modern idioms emanating from Europe and America. Nevertheless period character was not put totally aside. Old English architecture lingered on throughout the 1930s and the Mission and Georgian idioms provided a formal framework through which modernism could be absorbed and modified.*

The Arts & Crafts and California Bungalows of the 1920s are characterized by features including the use of contrasting textures and materials on facades (such as facebrick, roughcast render, timber shingles and brackets to gables); entrance porches beneath the main roof supported on heavy battered piers or paired timber posts or columns resting on low piers; simple, geometric decoration created by projecting bricks or small voids (e.g., hit and miss brick walls); box windows (with timber frames that project from the wall, resting on timber or brick corbels) and semi-circular windows and openings. Chimneys are either brick or roughcast, and sometimes tapered. Front fences are of face brick and/or render to complement house with low walls punctuated by dwarf piers, often with mild steel gates.

Notable examples include:

- **'Belmont'** flats at 86 Alma Road. Included on the Victorian Heritage Register, the VHR citation describes the flats as 'an extraordinary and essentially intact interpretation of the English Arts and Crafts tradition' that are 'contemporary with the American exploration of this tradition and shows the influence of the developing California Bungalow style'. The flats also retain part of the original front fence associated with the 'Decomet' mansion along the Alma Road and Chapel Street frontages. The cast iron fence has rendered piers and a bluestone base.
- **'Charnwood Oaks'** at 5-7 Charnwood Grove. This is notable for the simple cubic form, restrained detailing and careful balance of horizontal and vertical elements. It also has a simple rendered front fence, which is common to the adjoining houses and flats forming part of the original development.
- **'Ardoch'** in Ardoch Avenue off Dandenong Road, which comprises 10 blocks of flats around a central green, including the converted nineteenth century mansion. Included on the VHR, it is described as 'an early and outstanding example of the application of the Californian bungalow style to flat development in Victoria, characterised by rustic features such as timber shingles, roughcast render, projecting rafters, and arts and crafts style leadlights'.
- **'Broxted'** at 342 Dandenong Road. Perhaps the best of the group of large houses and flats between Wando Grove and Orrong Road also including nos. 344, 346 and 352-358 that are noteworthy because they explore the potential of the Arts and Crafts style as it was popularised during the inter-war period. 'Broxted', 346, 352 & 354 also retain intact front fences. 356-358 also retain front fences, but somewhat altered.

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Other examples include **'Sandhurst Court'** 101 Alma Road, **'Tyrell House'** 6 Charnwood Grove (F)<sup>213</sup>, **'Chandos Court'** 17-25 Charnwood Crescent, **'Luxor'** 9 Charnwood Road, **'St Hubert's'** 5 Crimea Street (F), **'Moana'** 15-17 Crimea Street, 21 Crimea Street (F), **'Royston'** 3 Lambeth Place, 1A Pilley Street (F), and **'Carinthia Court'** 114 Wellington Street (F).

An exception to the early Arts & Crafts flats is 'Waitara' at 19 Hotham Street. The very plain façade with a stepped parapet with consoles, 'Waitara Flats' in raised letters, and disks at either end shows influences of the Stripped Classical style.

The flats of the later 1920s and 1930s illustrate the emergence of the 'revivalist' styles including Old English, Spanish Mission/Mediterranean and Georgian. Old English Revival, which included Tudor and Medieval influences, is characterised by the use of red and clinker bricks, brick nogging and half-timbering, tiled roofs with steeply pitched gables, and highly modelled brick chimneys. Massing and details are picturesquely asymmetrical, as were window types, ranging from arches, standard casements and oriels, with multiple panes (often with diamond leadlights). Front fences are low and often in clinker bricks. Notable examples include 'Welford Lodge' and **'Clovelly'** at 123 and 136 Alma Road, respectively, both designed by Joseph Plottel. Both retain original front fences and another notable feature at 'Welford Lodge' is the high brick wall along the south boundary, which is the only surviving remnant of the 'Iramoo' mansion estate that once occupied this site. Other examples include 'St Ives' 17 Charnwood Grove (F), 2A Marlton Crescent (F), 'Keswick Lodge' 2 Palm Court (F, also triangular pediment above vehicular entrance at north side), 'Grenroy Court' and 'Corowa' (F) at 13 and 33 Redan Street, respectively, and 'Wessex Manor' 18 Westbury Street (F).

The Mediterranean style is related to the Interwar Spanish Mission style, but is intentionally designed with subtler features, in a simple yet elegant form. Typical details include pergolas, balconies, arcaded loggia and a formal entrance, with sidelights and highlights, while Tuscan columns appear in verandahs and porches. The exterior is lightly bagged or cement-rendered. Large double-hung sashes have small panes with narrow wooden glazing bars which reflect Georgian principles, often with louvered shutters. There are no purely Spanish Mission flats in St Kilda East. Flats that demonstrate influences of the Mediterranean style include **'Duband Court'** (former 'Hilda Terrace', which also demonstrates Arts & Crafts influences) at 28-36 Alma Road, **'Alma Park Mansions'** at 93 Alma Road, flats at the rear of **94A Alma Road** (F), 350 Dandenong Road, 'Mayston' at 1 Redan Street, and **'Tintern'** at 2 Redan Street.



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<sup>213</sup> The symbol 'F' indicates places that retain an original or early front fence.



**Figure 6.10–15 – A selection of flats – Clockwise from top left (in Dandenong Road) the entrance to ‘Ardoch’, ‘Broxted’ and (in Alma Road) ‘Olgmend Court’ and ‘Welford Lodge’**

In the early 20th century Australian architecture was influenced by the parallel Georgian Revival movements in England and America. Georgian Revival, in general, became synonymous with upper-middle-class concepts of good taste, with its order and restraint, and was favoured by academically trained architects. The American Georgian/Colonial Revival was typically applied to single-family residence, but is often adapted to flats. These are usually two-storey, with symmetrical facades and multi-pane sashes windows with louvered shutters. The central front entry has a porch in the form of a classical portico, with an entablature or triangular pediment, resting on slender columns. The roof is often a transverse gable, though hip roofs are also seen. In the United States the Colonial Revival houses of the 1920s were most frequently clad in weatherboards, while cream bricks were the most common materials in Australia. **‘Corio’** at 304 Dandenong Road is a well-detailed and intact example of the Georgian Revival style, while **‘Olgmend Court’** at 147-49 Alma Road and **‘El Sonia’** at 6 Fulton Street each comprise a mix of Georgian (the symmetrical form with hipped roof and quoining at ‘El Sonia’, the pedimented balcony arrangement and quoining at ‘Olgmend Court’) and Moderne (stairwell and balconies at ‘El Sonia’ and corner windows at ‘Olgmend Court’) influences.

Streamlined Moderne emerged in the early 1930s and quickly became a popular style for flats because of its modern and progressive image. Streamlined Moderne buildings generally have a horizontal emphasis, sometimes with an emphatic vertical ‘anchor’ (often stairwells or chimneys) to balance the composition. Further horizontal lines could be added by roof parapets (partially concealing the ubiquitous hip roof), and even window muntins. Windows were often located at corners and there is frequent use of curved balconies and building corners. Ornamentation is stripped down, and metal elements such as balcony railings are quite simple with clean lines. Smooth render and clinker bricks were popular at this time, though more avant-garde architects were already turning to cream and apricot bricks by the 1930s. The later, or more ‘advanced’, examples also had steel windows, and show a transition to the International (‘Modern’ or ‘Functionalist’) style. Examples include 95, 95A, 119A & 121 Alma Road (all retain front fences), **16 Charnwood Road**, 3 Fulton Street (F), 12 Pilley Street (F), ‘Kintore’ 88 Wellington Street (F), and 43 & 45 Westbury Street (F).

Several of the interwar flats form part of a complex that includes the original mansion or house, usually also converted to flats and sometimes given a stylistic makeover to blend with new additions. A notable exception is ‘Sandhurst Court’ at 101 Alma Road where the Victorian mansion (and the stables) survived largely intact. The mansion/flat complex is a distinctive St Kilda building type.



**Figure 6.10–16 – Moderne flats at 119A & 121 Alma Road (left), interwar bungalow flats and Victorian mansion at ‘Sandhurst Court’ (right)**

The Edwardian duplex type disguised as a single residence continued and evolved in the interwar period. An interesting and very intact example, designed to appear as a single California Bungalow is 132A Alma Road. This has typical details such as the shingling and brackets to the gable ends and the arched, flat-roofed porch with buttressed corners. It also retains the original front fence. The examples of the 1930s on the other hand are usually simpler in form, often with a shared hip roof and symmetrical facades of brick or render with mirror-image details and layout, which are found in Alma Grove (6-8, 9-11 (F), 13-15, 17 (F)-19, 20-22 (F), 21-23 (F), 24-26 & 28 (F)-30), and Johnson Street (2-8, 14-16, 18-20 & 19-21). More interesting examples with asymmetrical planning include 12-14 & 16-18 Alma Grove (both designed by Joseph Plottel, these are distinguished by the shingled gable end with centrally placed chimney flanked by six over one sash windows) and the Old English style duplexes with original front fences at 4-6, 7-9 & 8-10 Palm Court.

Unlike the flats there is less stylistic diversity in the interwar houses and most in the precinct are in the Arts & Crafts or Bungalow styles. Notable examples include the group in Dandenong Road east of Wando Grove already mentioned, and three in Alma Road: **‘Kindrogan’** (60 Alma Road, an unusual two storey example), the **‘Robertson House’** (69A, attic style) and the single storey house at no. **145** (refer to the individual citations for further details). Also of note is the highly intact group on the west side of Chapel Street between Redan Street and Alma Road comprising the former two storey duplex **‘Yamba’** (no. 33, now a single residence), and the adjoining single-storey bungalows at nos. 35-39, which retain original front fences and outbuildings.

Another bungalow with interesting details is **‘Arion’** at 19 Hughenden Road. This house is notable for the window glazing, with a pointed arch created by two top panes, which are like those used by architect Walter Burley Griffin, and it could have been designed by a member of his ‘school’. The broad pointed arch motif is repeated in the front verandah arcade, comprising two wide arches resting on single and paired piers. The house is very intact and retains an original front fence.

Other interwar bungalows include 10 Alma Grove (F), 15A Charnwood Road (F), 10, 12 (F) & 16 (F – woven wire within privet hedge) Fulton Street, 11 & 15 (F) Hughenden Road, 55 & 57 Octavia Street, 23 Odessa Street (F), 335 Orrong Road (F) and 1 Pilley Street.

The other styles represented by interwar houses include Mediterranean (**11 Charnwood Road** being a fine example, whilst another is at 93A Alma Road), Spanish Mission (**11A Charnwood Road** is a fine and well-detailed architect-designed example, while 151 Alma Road is very intact and retains details such as Cordoba tiles to the vehicle entry way, ornamental vigas below the windows, twisted columns between the lower windows, tooled stucco walls and blind windows with Saltaire cross, and the adjoining house at no. 153 is notable for the porch with Baroque-inspired parapet above a triple-arched loggia with barley-twist columns and the triple window banks with Serlian mouldings above and columns between), and Old English/Tudor Revival by the former **Presbyterian Manse** at 88 Alma Road and the houses at 27-31 Hotham Street. The Hotham Street houses are of similar gable-fronted form with

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rendered walls and clinker brick quoining and include some details (e.g. the twisted columns to the windows at no.29) that freely borrow from other interwar styles. Nos. 27 & 29 also retain original low rendered front fences.



**Figure 6.10-17 – Spanish Mission style – 11A Charnwood Road (left) and 151 Alma Road (right)**

The precinct also includes several flats and houses that do not neatly fit into one style or the other, or demonstrate a variety of stylistic influences. Typically, these have hipped tile roofs with plain face brick or rendered walls with brick accents, and timber framed sash windows. Examples include ‘Wilton’ 32 Alma Grove (F), 93B Alma Road, the duplex at 155 Alma Road (this demonstrates a slight Moderne influence through the use of horizontal window muntins and has an original front fence), 18 Charnwood Road (F), 23 Crimea Street (F), 1 (‘Carolina Court’), 18 & 20 Fulton Street (all with original front fences), ‘Warwick Court’ 17 Johnson Street, 1 Lambeth Place (F), ‘Crome Lodge’ 9 Marlton Crescent (F), 5 Palm Court (F), and 10 & 11 Pillely Street (F).

The post-war period is mostly demonstrated by flats with a small number of detached houses. Few are of architectural merit. Exceptions include ‘**Shirley Court**’ at 20 Shirley Grove, which is notable as a fine and intact complex of flats in a garden setting that demonstrate influences of the International style. ‘**Park View**’ at 126 Alma Road also demonstrates influences of the International or Functionalist style (also seen in the adjoining flats at 47 Westbury Street) and is notable for its strong massing and overall intactness. The flats designed by Norman Brendel and Mordecai Benshemesh at 22B Crimea Street and 22 Westbury Street, respectively, are also superior examples, notable for the garden settings, and interesting massing and fenestration.



**Figure 6.10-18 – Post-war flats – ‘Park View’, 126 Alma Road (left) and 22B Crimea Street (right)**

### St Kilda Road commercial



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The buildings along the east side of St Kilda Road consist largely of late nineteenth or early twentieth century commercial premises, most typically in the form of single-fronted double or triple-storey buildings comprising a shop on the ground floor with a residence above. Some stand as individual shops, while others are in pairs, rows of three or, in three cases, rows of four (nos. **70-76**, 94-100, **140-146**).

The Victorian shops are mostly similar in form, materials, finishes and detailing. All are of masonry construction and are smooth rendered with upper levels that are often enlivened by Italianate style cement-rendered ornament such as stringcourses, scrolls, corbels, moulded architraves, bracketed cornices, balustraded parapets with orbs or urns and pediments. Several also retain brick and rendered chimneys. Notable examples include:

- 70-76, which is distinguished by a richly ornamented stucco work and by bluestone pilasters and base walls to the shop fronts. The upper level residences have aedicules to the windows, pilastered walls and a surmounting bracketed cornice with balustraded parapet and pediments to each shop.
- 94-100 is a row of four shops distinguished by finely detailed stucco work including pilasters with Corinthian order capitals, stringcourses, a dentillated cornice, and recessed paired arched windows with archivolt and keystones.
- 116, which is distinguished by the arched colonnade with cast iron balustrade to the first floor verandah. At ground floor level, the building retains the original residential entrance door and the original shopfront form.
- 140-146, which features segmental arch headed windows with prominent surrounds and keystones and heavily decorated corner pilasters. The three storey corner premise features festoons while the surrounding building is two storey with a balustraded parapet, and paired consoles at first floor level. All but one of the shopfronts are original.



**Figure 6.10-19 – 140-146 St Kilda Road, with one of the original shopfronts at right**

The double and triple-storey Victorian buildings are supplemented by a smaller number of single-storey buildings from the Victorian, Edwardian and interwar periods. The Victorian shop at no. 118 has a simple parapet with a shallow arched pediment flanked by scrolls and what may be an early timber shopfront. Adjacent to it is a pair of Edwardian shops with simple arched parapets and square engaged piers surmounted by spheres, as well as original metal-framed and tiled shopfronts with recessed entries. On the south corner of Charnwood Road is an interwar garage and workshop in the Stripped Classical

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style. The façade is divided into bays by pilasters and the simple parapet has a triangular pediment. Behind the façade is a high gabled roof. The windows have been altered and the overpainting of the face brickwork conceals much of the original detail.

To the north of Pakington Street is the former High Street shopping complex, including the property known as 'The Gresham' at nos. 322-332. The 1985 redevelopment described in the History retained the central and two northern Edwardian style parapets divided into three bays with arched panels separated by pilasters and the internal passageway and roof lantern. The central panel with 'The Gresham' in relief framed by sinuous Art Nouveau floral decorations and flanked by hexagonal piers is of note. Alterations and additions including the two modified parapets to the south of the central panel, the bullnose verandah, and the façade below the verandah, the additions and new buildings at the rear of the site are not significant.

The most common alterations to all shops have been the removal or replacement of original verandahs or awnings and shopfronts. While no original verandahs survive, several shopfronts do. In addition to the ones cited above the others include nos. 106 & 108.

Along with the shops and commercial buildings, there are four non-retail buildings, namely the Post Office Hotel at the north corner of Inkerman Street, the former **St Kilda Post Office** directly opposite, the former **Queens Arms Hotel** at the north corner of Pakington Street, and the Baptist Church, just off St Kilda Road at 9 Pakington Street. Of the two hotels, the Post Office is a typical example of a simple two storey corner hotel, Victorian in origin, but updated during the interwar period. It has a simple parapet with decorative horizontal bands, splayed corner and the hotel name in relief in long panels along each elevation. The first floor windows are double hung sash with the upper sash featuring margin glazing with a diamond central pane. The ground floor walls are tiled to the tops of the windows and doors. Directly opposite is the former Post Office, which is a two storey Italianate style building with a hipped slate roof that is restrained in appearance with arched openings at ground level and arcading and rectangular windows above.

Unlike the Post Office hotel, which was simply remodelled, the Queens Arms Hotel was completely rebuilt in the Greek Revival style. The walls are of face brick with stucco around the six over six double sash windows that are set between pilasters. The parapet has a deep cornice with triangular pediments and slightly raised square parapets above the entrances with shields. A notable feature is the octagonal corner tower surmounted by a cupola supported by eight square columns, which makes the building a landmark within St Kilda Road.

The Baptist Church in Pakington Street, typically, is a relatively plain gabled brick hall. The front wall has a small half-circular window with 'Baptist Church' painted on the wall above, and there are similar windows in the side wall. At the front is a brick porch with a square parapet and the foundation stone. Alterations and additions have been made on both sides.

#### 6.10.4 Statement of Significance

##### What is significant?

The St Kilda East precinct covers a large area contained in several parts with Wellington Street and Dandenong Road as its north boundary extending from St Kilda Road to Orrong Road. Development began in the 1850s and by the 1870s the area contained several mansions on large allotments, closely settled streets containing modest cottages, several private schools, as well as six churches and the St Kilda Drill Hall surrounding Alma Park. Much of the vacant land between St Kilda Road and Hotham Street was built upon during the boom of the 1880s, and successive building booms before and after World War I resulted in the development of the remaining vacant sites, as well as the redevelopment of the original mansion estates. By the end of the interwar period the precinct was almost fully developed, and the next development boom of the 1960s was characterised by the replacement of older building stock, mostly by flats, continuing the trend toward higher density living that began during the early 1900s. Primarily a residential area, the precinct also includes the eastern side of St Kilda Road, which

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grew to become St Kilda's premier commercial centre by the early 1900s, but declined by the 1930s and was partially destroyed by road widening in the early 1970s.

The precinct comprises buildings predominantly from the Victorian, Federation/Edwardian and interwar periods interspersed with a lesser number of early post-war buildings, mostly flats. Many of the houses and flats, particularly those of the interwar period, retain original front fences. The buildings within the precinct are complemented by historic infrastructure and other features such as bluestone kerb & channels, bluestone laneways, the pillar post box on the north side of Alma Road east of Chapel Street, two remnant cast iron bases of former gas street lamps, and the mature street trees (*Platanus sp.*) in Charlotte Place, Charnwood Road, Cintra Avenue, Crimea Street, Dandenong Road and Redan Street.

Buildings and features that contribute to the significance of the precinct are shown on the precinct map.

### How is it significant?

The St Kilda East precinct is of local historic, aesthetic, architectural significance to the City of Port Phillip.

### Why is it significant?

It is historically significant as evidence of the successive waves of growth in St Kilda from the mid nineteenth to the mid twentieth century. It demonstrates how, by the late nineteenth century, the residential areas of St Kilda had advanced as far as Hotham Street (with the outlying areas such as Shirley Grove of note as evidence of the remote subdivisions partially developed during the 1880s boom) and, following the opening of the electric tramway along Dandenong Road in 1911, had reached the easternmost municipal boundary at Orrong Road by the early twentieth century. The precinct is also significant as evidence of the rapid growth of St Kilda during the early to mid-twentieth century and the trend to higher density living during that time. This is demonstrated by the groups of Federation/Edwardian and interwar houses, and the sheer numbers of duplexes and flats, which demonstrate the importance of St Kilda to the development of apartment living in Melbourne. (Criterion A)

Of particular significance are buildings dating from the 1870s or earlier, which are now rare within St Kilda, and the grand mansions and villas that demonstrate how the high ground associated with Dandenong Road and Alma Road and the building of some of St Kilda's earliest churches surrounding Alma Park led to this becoming one of the most prestigious residential areas in Melbourne by the end of the nineteenth century. The presence of these mansions alongside the modest cottages in nearby streets illustrates the diverse socio-economic groups that have co-existed in St Kilda since it was first settled. This is also demonstrated by the simple form and small scale of the General Baptist Church in Pakington Street that contrasts with the grand church complexes in Chapel Street and Dandenong Road. (Criteria A & G)

This group of churches surrounding Alma Park is significant as an expression of the status enjoyed by the churches during the nineteenth century and expresses it not only in architectural terms but also in the number of churches located within close proximity of each other. The presence of the synagogue in Charnwood Crescent as well as houses associated with prominent Jewish families recalls the long-standing presence of the Jewish community in the area. (Criteria A & G)

The buildings along St Kilda Road are significant as the surviving remnants of the former High Street shopping centre that was St Kilda's most important retail centre until the 1930s. (Criterion A)

Collectively, the duplexes and flats within the precinct are significant for their ability to demonstrate the development of multi-dwelling and flat design in Melbourne during the early to mid-twentieth century and forms part of the important collection of flats within the broader St Kilda and Elwood area. (Criteria C & D)

Architecturally and aesthetically, the precinct is significant for its rich and diverse collection of residential buildings. The resultant streetscapes include those that were developed at one time and are

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more homogeneous in character to those that represent several phases of growth and are quite diverse. The latter streetscapes that comprise a mix of late nineteenth and early twentieth century houses interspersed with interwar and post-war flats are a distinctive characteristic that distinguishes St Kilda and sets it apart from other areas within Port Phillip. (Criteria D & E)

Within the precinct, the following streets are of note:

- Dandenong Road, which is a remarkable boulevard because its very great width and landscaped plantation with rows of mature Plane trees and the central tramway reservation enriched by the row of decorative centre span poles.
- Chapel Street, which contains an impressive group of landmark buildings including three churches, the St Kilda Drill Hall and Astor Theatre, as well as three late nineteenth century mansions and two groups of Federation/Edwardian and interwar housing.
- Charnwood Crescent and Charnwood Grove, which comprise late nineteenth century houses interspersed with early twentieth century flats surrounding the landmark St Kilda Hebrew Congregation Synagogue and hall/school complex.
- Charnwood Road and Crimea Street, which contain a rich collection of late Victorian and interwar houses and flats including several individually notable examples, as well as the former Baptist Church in Crimea Street, and are also enhanced by the mature street trees.
- The highly intact and very consistent Edwardian housing in Charlotte Place & Cintra Avenue (and the intervening section of Chapel Street), Moodie Place, and along the west side of Lambeth Place.
- Palm Court, a very intact interwar cul-de-sac containing flats and duplexes with original front fences and garages.

### 6.10.5 Recommendations

Ward (2000):

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

Helms (2020):

Add the following properties to the precinct:

- 3-29 & 2-32 Alma Grove
- 52, 58 & 119-123 Alma Road
- 16-22 Charnwood Crescent
- 23-35 Charnwood Road
- 20-34 & 21-45 Crimea Street
- 3-9 Hotham Street
- 1-33 & 2-24 Johnson Street
- 19-21 Lambeth Place
- 15-23 Odessa Street
- 341 & 1/343 Orrong Road
- 11 & 13 Pilley Street
- 1, 27 & 29 Redan Street
- 1-21 & 2-18 Shirley Grove
- 18, 22, 24 & 49 Westbury Street

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Transfer the following properties to the HO391 Precinct:

- 57 & 69-77 Alexandra Street
- 157-161 Alma Road
- 28-36 Hotham Street
- 1-21 & 2-12 Wavenhoe Avenue

Remove the following property from the precinct:

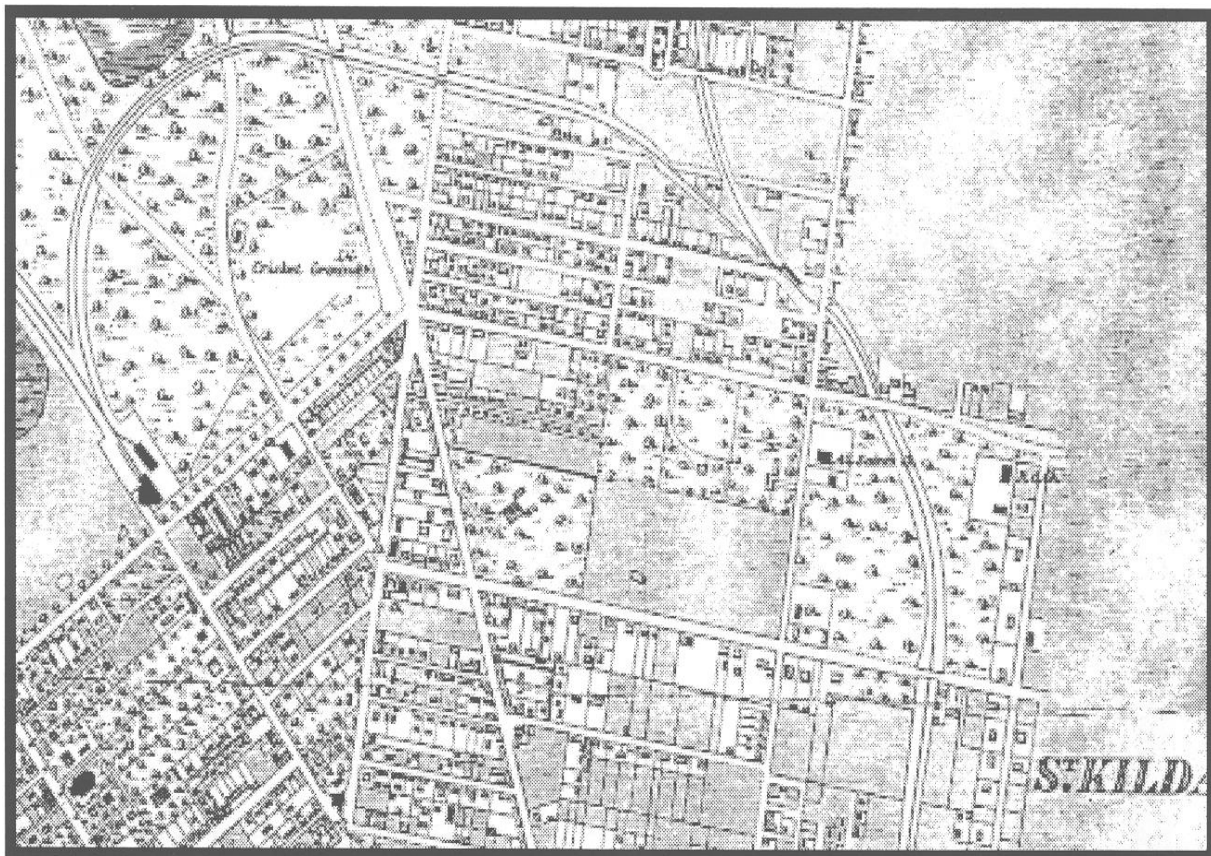
- 14 Raith Court

### 6.10.6 Assessment

David Helms, September 2016 (Revised September 2018, January 2020)

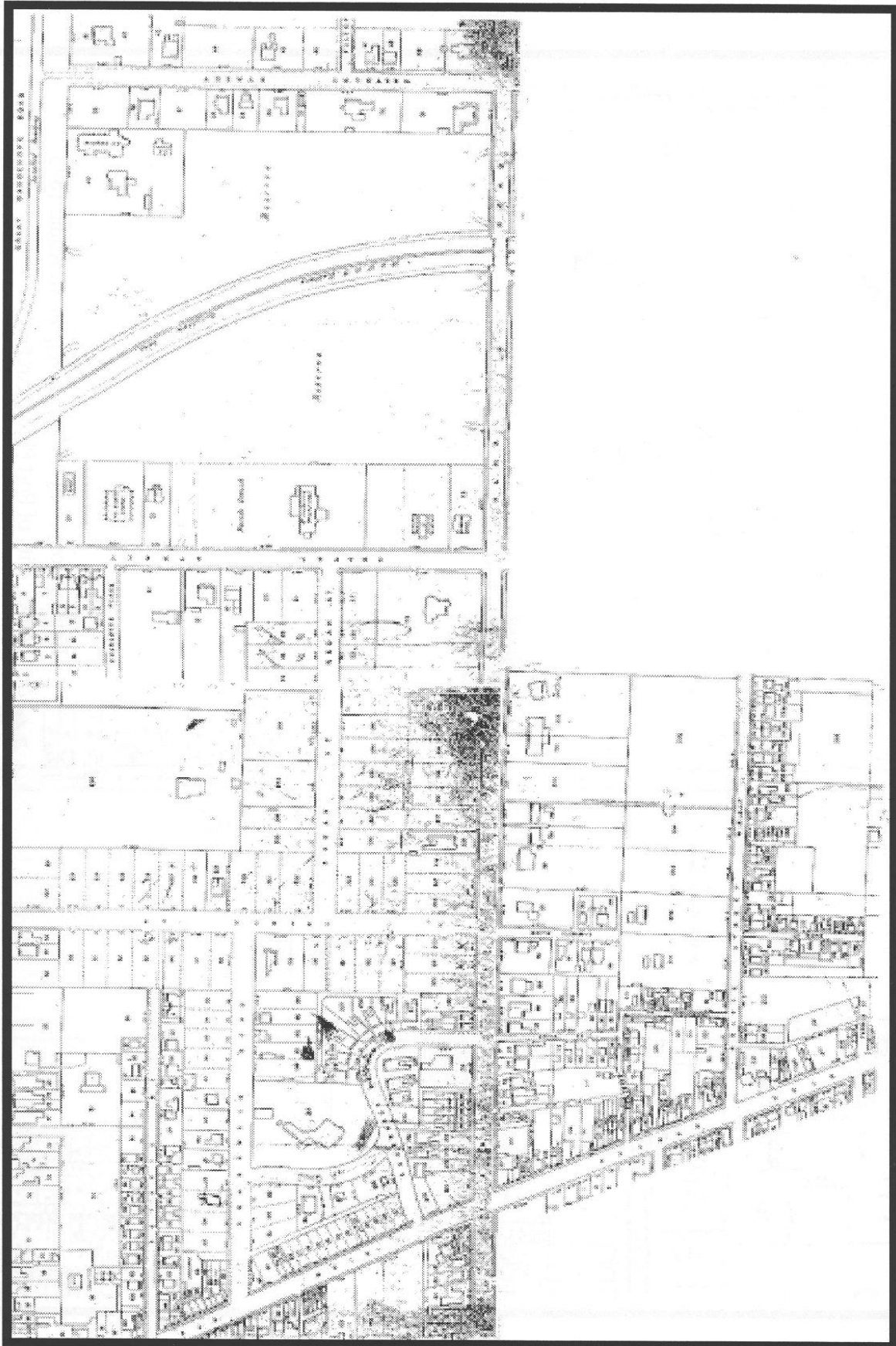
Andrew Ward, July, 1998. (Revised August, 2000)

Source: SLV



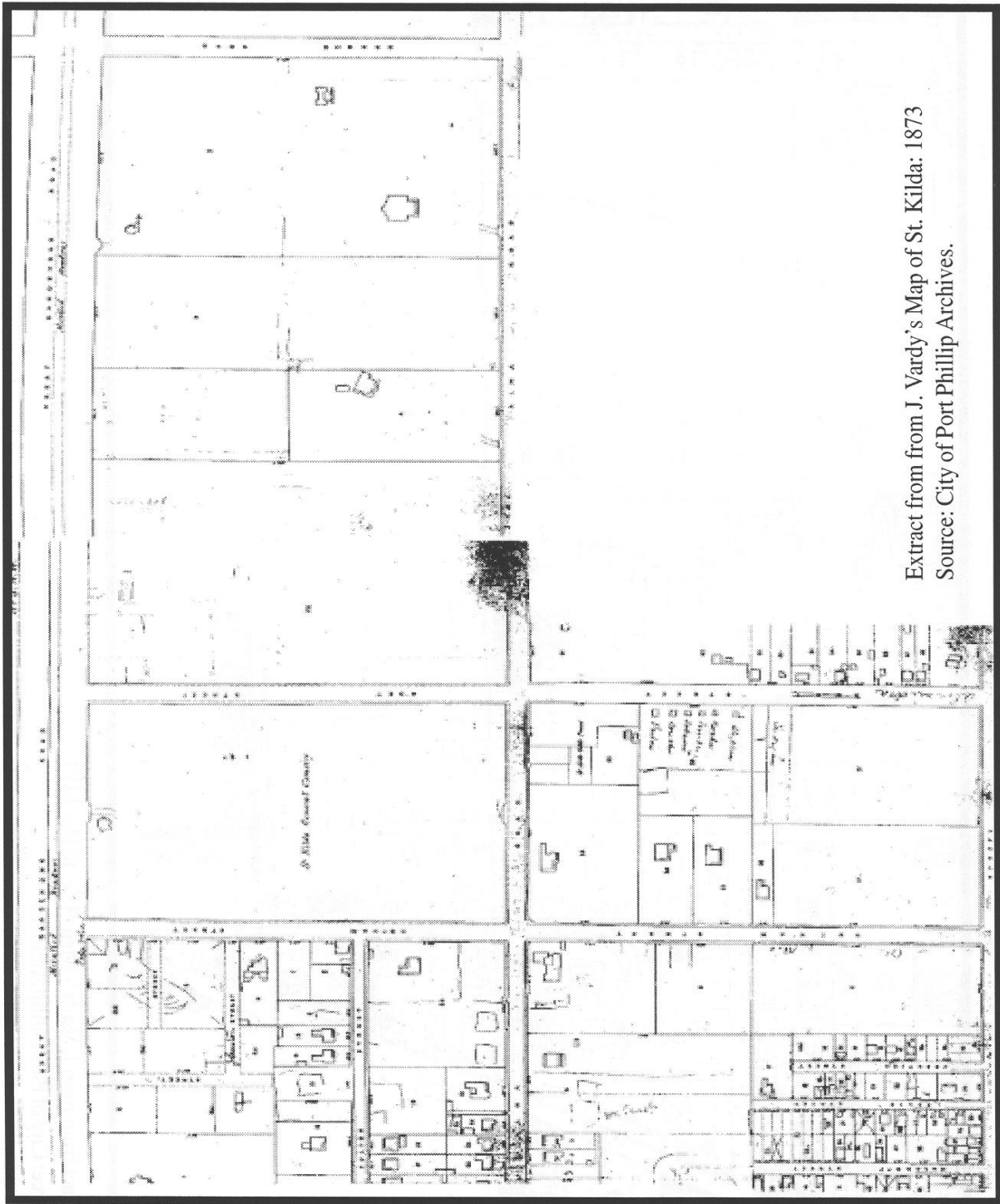
**Figure 6.10–4 – Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River.**

Source: SLV.



**Figure 6.10-5 – Extract from J. Vardy’s map of St Kilda: 1873**

Source: City of Port Phillip Archives



**Figure 6.10-6 – Extract from J. Vardy's map of St Kilda: 1873**

Source: City of Port Phillip Archives



**Figure 6.10–7 – Dandenong Road, pre-eminent among Melbourne’s Boulevards, marks a northern boundary of the Municipality and imparts civic importance to the buildings on either side.**



**Figure 6.10–8 – St. George’s Uniting (former Presbyterian) church of 1877-80 and the former St. Kilda Orderly Room dominate the Chapel Street hill along with All Saints Anglican Church and some of St. Kilda East’s finest villas.**



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## 6.11 Elwood, St Kilda, Balaclava, Ripponlea - Ho7

### Existing Designations:

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

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### 6.11.1 Description

This Area, though fragmented, occupies the land generally bounded by Carlisle Street in the north and Glenhuntly Road in the south, extending to Hotham Street in the east and Mitford Street/ Broadway in the west. It has the Brighton Road as its principal north-south thoroughfare but is also traversed in the same direction by the Sandringham railway. “Corridors” of architecturally important buildings radiate from the St. Kilda Botanical Gardens whilst other parts of the Area are oriented on the Brighton Road and Carlisle Street.

Important elements include the St. Kilda Botanical Gardens, the public buildings precinct and the Ripponlea and Carlisle Streets shopping centres. The Botanical Gardens, formerly known as the Blessington Street Gardens, contain many mature exotic and some native trees and shrubs including golden privet hedges, *Ficus macrophylla* (c.1916), two *Quercus suber*, *Podocarpus falcatus*, *Phillyrea latifolia* and *Olea europea ssp. africanus*. There is a rose garden, ponds and path system of rolled gravel with red brick spoon drains. There are gates with decorative cast iron and masonry pillars at the north end, a red brick and timber lattice pavilion (1929) and a recent conservatory. The streets enclosing the Gardens have been a favoured location for villas since the Victorian period, the Blessington Street frontage being especially noteworthy in this respect. “Sun Blest” at no 42, nos.50, 62 and 74 (“St. Albans” – now much altered) are examples. The street maintained its popularity during later periods, no. 57 being an ostentatious Federation period villa, whilst “Garden view” at no. 60 is a distinctive cement and clinker brick Art Deco apartment block. “Clairvaux” at no.44 is in the Arts and Crafts manner of the inter-war period with circular shingled corner bay windows and a shady two storeyed porch. Tennyson Street on the east side of the Gardens is distinguished primarily for its apartments and inter-war villas. “Himalaya” at no.10 has its origins as a large Victorian villa, transformed into apartments during the inter-war period whilst the house at no.8 has the symmetry of the Australian Colonial Revival. The absence of high front fences in these streets reinforces the link between buildings and Gardens. Dickens and Herbert Streets have experienced substantial redevelopment during the post war period although the apartments at nos. 23 and 25 are important survivors from the inter-war years, the former having a Mediterranean touch and the latter being Moderne with curved and stuccoed banding contrasting with clinker brickwork giving vertical emphasis.

The public buildings precinct is a pivotal element in the Area and well known throughout the metropolis. The façade of the massive Classical Revival Town Hall built for the Borough of St. Kilda in 1888 (portico 1925) looks back to Palladian Classicism and the English post Renaissance period and faces expansive public gardens with mature exotic trees that separate it from the Brighton Road/Carlisle Street intersection. Alongside is the old Brighton Road State School complex, representative of the best work of the Education Department in the mid – late Victorian period and having a characteristic bell tower surmounting the principal entry. The third important building attracted to this site and also taking advantage of the Brighton Road prospect is the freestone Holy Trinity Anglican Church with conical tower over the baptistry as its most unusual feature. To the north facing Chapel Street is the former Wesleyan (now Uniting) Church with a façade ascending from its north end to the bell tower on the south-east corner. These architecturally and historically noteworthy public buildings are encircled by main roads and electric tramway services, thereby creating a prominent island site.

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The Ripponlea shopping centre has the timber Arts and Crafts influenced station buildings and footbridge overlooking the railway gardens at its west end. The shops along Glen Eira Road commence at this point with nos.15-27, built with a corner tower in the fashion of the day and extending in a consistent row along the north side of the street to no.73; Brinsmead's remarkable pharmacy having domed entries and show cases, lead light work and metal framing (1913). The south side of Glen Eira Road is also distinguished for its high level of integrity and is enhanced by the group of three former banks built for the State Savings Bank, the English, Scottish and Australian Bank and the Bank of Australasia.

The Carlisle Street shopping centre extends from St. Kilda Road to Westbury Street and is punctuated by the Chapel street tramway and the railway overpass, with its metal girders and sweeping bluestone abutments, now mostly concealed by shops. The public buildings precinct is located at its west end facing the recent municipal library, the discordant additions to the north wall of the Council Offices being strange companions with the self conscious pretensions of the library. Proceeding east, prominent buildings include the two storeyed red brick and stuccoed shops at the north-east corner of Carlisle and Chapel Streets. They were designed to address this important intersection and mark the point of entry to the main part of the centre when approaching from the west. These face a row of shops of similar date on the south side of the street at nos.109-123. There is powerful evidence of the centre's nineteenth century origins between this point and the railway bridge. On the north side, no.232 is a two storeyed Boom period row of three shops whilst on the south side there is the "Balaclava" hotel and the shops at nos. 153-157 and 173-175. Nearer to the bridge are the very simply stated two storeyed shops at nos. 187-189 and 191-193 alongside. In this "hub" area of the centre is the "Carlisle Hall", imparting historic interest as well as architectural presence to the street. Beyond the bridge, the ostentatious offices of William H. Creed, estate agent of c.1889 stand tall with their French style mansard roof and cast iron "widow's walk" from which one might well see the sea. "Pittard's Buildings", possibly built around the turn of the century are nearby as one moves eastward out of the identified Area.

The residential areas associated with the key elements described vary greatly. To the west of the Brighton Road, and especially on this boulevard, there are imposing residential buildings of all periods, demonstrating that it has always been a sought after locale. "Sherwood Hall" at 14 Hennessy Avenue is an exceptionally large Boom period villa residence in the grand manner, foreshadowing the high standard of construction that was to follow and being noteworthy for its two storeyed loggias, one of which, facing west (formerly to Tennyson Street) is bayed. It is, however, the inter-war apartments which overwhelm the neighbourhood. "Arawa" at 15 Wimbledon Avenue retains its unpainted rough cast surfaces and is characteristic of many with its shady balcony, low front fence and name, artistically placed over the lower porches.

The cul-de-sac development as a distinct and recurring pattern of subdivision in the area during the 1930's and 40's is evident in Garden Court, McCrae Street, Avoca Court and Southey Court. These inter-war cul-de-sac developments tend to be dominated by low-rise multi-dwellings such as flats, maisonettes or duplexes. Garden Court remains as a representative and intact example of such a development<sup>214</sup>.

There are two triangular corner parks in Broadway which have mature *Platanus* sp., as does the street, and were planted during the inter-war period. They are overlooked by inter-war apartments and successfully demonstrate the highest civic planning and architectural standards of the period. "Belmac", at 77 Mitford Street facing the Dawkins Reserve as if it were the expansive domain of its residents is an example. Amongst the many extraordinary apartments in the neighbourhood are "De Mont Rose" at 1 Broadway, "Sante Fe" at 45 Mitford Street and "Las Palmas" alongside. They either face the reserves or are nearby. The tradition of apartment living has been carried through to the post-war period, the blocks at 76 Mitford Street, 39 and 44 Southey Street being exemplary.

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<sup>214</sup> Heritage Alliance, *Heritage Assessment, Nos 1, 3 & 5 Garden Court, Elwood*, December 2007.

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Circumstances are different on the east side of the Brighton Road where the railway made possible suburban living from an early date. The houses to the north and east of the public buildings precinct are predominantly nineteenth century workers cottages. To the east, in the area subdivided c.1890 as “Blenheim Park”, there are many late Victorian and Federation period cottages, now invariably defaced whilst apartment blocks have made significant inroads in recent years. Nevertheless, the terraced row in Gourlay Street at nos. 4-22 has withstood the pressures for change, presumably on account of its size and aesthetic appeal, and now forms the boundary of the identified Area in its neighbourhood. Nearby, the terraced rows facing the railway embankment running south from the Nightingale Street railway bridge form a discrete area, the bridge itself being unique for its evidence of knee braces in the bluestone abutments. “Grosvenor Mansions” at nos. 74-88 William Street show that apartment living found its way into this area during the inter-war period alongside the terraced row at nos. 58-72. To the north in the same street there are some fine Victorian detached villas demonstrating that Williams Street was and still is seen to be an attractive location. Still on the east side of the Brighton Road / St. Kilda Road alignment, the workers’ housing in Duke, Lynott, Glenmark and a section of Pakington Streets survives with a high level of integrity and is enhanced by the pitched drain and park at the north end of Lynott Street.

The nature of the urban landscape changes to the south of the old “Blenheim Park” area. Grosvenor and Bunning Streets mark the end of the period of late nineteenth century development. The area between Brighton Road and the railway line in the vicinity of Ripponlea station, including the area known as “Brunnings Estate” as subdivided in 1926, merges into a predominantly inter-war areas with spacious tree-lined streets are detached villas. The Victorian villas in Glen Eira Road including “Tringingham” at no. 2 are more the exception than the rule, the apartments at no. 3 and the detached houses in Monkstadt Avenue being more typical. To the east of the railway station the houses to the north of Glen Eira Road are more commonly of the Federation period with some late Victorian villas. To the south, inter-war bungalows surround “Quat Quatta”, demonstrating the sequence in the development of the area in a manner not unlike Glen Eira Road.

### 6.11.2 History

Kearney’s map (1855) of this Area shows Carlisle Street, then “Beach Road” passing through open country with isolated residences until reaching St. Kilda Road at which point it takes on the character of a suburban street, but only on its north side. To the south were isolated houses located on extensive holdings. Around this time, though, Council was clearing the tree stumps in Southey Street, erecting street lamps, constructing pitched crossings and paving the streets in the vicinity of the Gardens with red gravel obtained from the Blessington Street area<sup>215</sup>. The St. Kilda Botanical Gardens had been mostly laid out by 1861. By the time Cox’s map of 1866 had been published the St. Kilda and Brighton Railway Co had extended its line from St. Kilda through Albert Park to Chapel Street (Windsor) and on to Beach (Brighton Beach)<sup>216</sup>. It passed mostly through open country between Carlisle Street and Hotham Street. The map also shows that there were many new houses facing Carlisle Street and many cottages had sprung up in Marlborough, Rosamond and Nightingale Streets. Further south between Grosvenor and Maryville Streets there are several houses on land that was on land that was mostly vacant in 1855. Extant public works include the main drain running via Bothwell Street and through the market reserve (the present public buildings precinct) and, of course, the Botanical Gardens. Finally today’s street grid can be much more easily recognised in the 1866 map, demonstrating that by this stage the principal thoroughfares had been laid out to serve a small number of property owners. The “Grosvenor” hotel, situated at the Grosvenor Street intersection, is a second early landmark, having been built in 1860. Another early hotel is the “Village Belle” at the Acland Street / Barkly Street intersection. The original building was erected in 1855 and the present structure in 1891. Bonwick’s

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<sup>215</sup> Cooper, J.B., *The History of St.Kilda* (1931), v.1, p.140.

<sup>216</sup> The line was opened in its entirety on 21.12.1861.

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“Hofwyl House Academy”, opened in 1862, was accommodated in the surviving bluestone building at 188 Barkly Street just up from the “Village Belle” from late in 1866 or early in 1867<sup>217</sup>.

J. Vardy’s map of 1873 confirms that the northern half of the identified Area was expanding rapidly at this time. All of the land north of Carlisle Street and west of the Westbury Street is closely subdivided. Development is continuing to occur in the “Blenheim Park” estate and William Street and, curiously, there is a house on the present reserve in William Street next to the railway. To the east, the blocks are large and the occupants few. The market reserve is vacant and there is a small building noted as the “Trinity Church”, facing the Brighton Road / Chapel street intersection. To the north of the Botanical Gardens there is considerable suburban development whilst to the south circumstances are relatively unchanged from the time of Cox’s map. There are two houses on large lots facing the Gardens on the Tennyson Street side. The northern house appears to be unpretentious and was presumably demolished at the time of the Bundalohn Court subdivision but the southern house, “Corinella” had a verandah to its triple fronted façade overlooking the Gardens and appears to have been on the site of present Mozart Street. These houses, now long demolished, represent the first stage in the use of land facing the Gardens. It would appear that only the house at no. 55 and possibly “St. Albans” at no. 74 Blessington Street survive from this time.

On the old market reserve, the State School had been opened in 1874 and the addition of a second floor followed in 1887. The present Holy Trinity Church was built in 1882-83 and the municipal chambers and hall followed in 1890.

The consolidation and expansion of housing and commercial development throughout the Area continued throughout the late nineteenth and early twentieth centuries. The Brighton Road cable tramway was opened on 11.10.1888 with a depot at the Brunning Street terminus alongside the “Grosvenor” hotel. The Prahran service, which terminated in Chapel Street outside the present Holy Trinity Church from 26.10.1888, had a depot close to the Carlisle Street intersection on the site of the present two storeyed shops. The surviving nineteenth century housing stock and the shops in Carlisle Street and Brighton Road owe their existence, in part, to the opening of these routes. To the west, development was greatly facilitated by the opening of the Victorian Railways’ “electric street railway” from St. Kilda station down Barkly and Mitford Streets in 1906. By this time, Mitford Street, and Southey Street north of Milton Street was quite intensively occupied. There was a railway station at Ripponlea. Several houses on Glen Eira Road east of the railway had been built but the land on which the Glen Eira Road shops were to be built remained vacant. The new MMBW sewage map, 1889, shows an extensive holding for Brunnings Nursery, occupying the majority of the land from Maryville Street through to Brunnings Street’. Carlisle Street was intensively built up as a shopping street, commencing at Chapel Street and finishing at Blenheim Street, just east of the railway bridge. The William Street and Gourlay Street terraces noted above had been built and the house by the railway embankment, situated on the present gardens in William Street, was soon to have another three houses to its immediate north. Gourlay Street and The Avenue were almost fully built up all the way to Hotham Street whilst the land to the north as far as Carlisle Street was, with the exception of the big houses facing the principal thoroughfares, unoccupied. At the State school on the Brighton road an infant school building was provided in 1914.

It was during the inter-war years that the character of the remaining undeveloped land was transformed by the construction of detached villas and apartments. The route of the Victorian Railways tramway and its immediate surrounds was popular for apartments and houses as was the land between this area and the Brighton Road. “Hartpury Court” at 11 Milton Street is of special note as an Elizabethan style complex, having been erected in 1923. The electric tramways of the Prahran and Malvern Tramways Trust tapped the cable routes at their termini and eventually took over altogether. The Brighton Road cable tramway was replaced on 29.8.1926. Its extension beyond the old terminus facilitated the development of the vacant land south of Brunning’s extensive nursery in Maryville Street all the way to Glenhantly Road. Brunnings Nursery was sold in 1926 to be subdivided for housing in stages including

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<sup>217</sup> Bick, D., *op.cit.*, p.103.

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the creation of Los Angeles Court and Somers Street, and the incremental / phased development of Albion Street. The southern side of Albion Street, west of the railway through to the pedestrian laneway was developed prior to 1926; west of the pedestrian laneway was developed for housing as part of the Brunnings Estate subdivision in 1926, along with no. 3 – 9 on the north side. The remainder of the north side of Albion Street, including west of the railway line and the property fronting Brighton Road were developed prior to 1926. The “Queens Arms” hotel recalls the expansion associated with the improvements to public transport services having been opened in 1924.

In recent years, the popularity of the land around the Botanical Gardens has attracted considerable re-development resulting in a post-war transformation in the character of Herbert, Dickens and Tennyson Streets. The same is true elsewhere to the west of the Brighton road whilst on the east side, the old “Blenheim Park” subdivision has sustained considerable change, together with the workers’ cottages east of the railway.

### 6.11.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs
- Supplying urban services (transport)

### 6.11.4 Statement of Significance

The Elwood – St. Kilda Botanical Gardens – Balaclava Ripponlea Area is both extensive and architecturally diverse. It is culturally important especially on account of the influence of the St. Kilda Botanical Gardens, the Brighton road, the Brighton Beach railway and the public buildings precinct at the site of the former market reserve which collectively impart civic distinction. The residential areas are noteworthy for their late Victorian, Federation period and inter-war housing; the apartments of the latter period and the terraces of the former being especially noteworthy. The intact inter-war buildings within the Brunning’s Estate demonstrate the development of that nursery post 1926. The capacity of the Area to inform the observer about past lifestyles and living standards is important, there being great diversity evident during the major contributory development periods. The Brighton road has further distinction for the manner in which it has attracted residential development of a high standard. Finally, the street trees and smaller parks are invariably important elements, having their origins in the inter-war period and on occasions being also overlooked by buildings of the period to create urban landscapes representative of the highest urban planning standards of the day. The shopping centres are also distinguished for their high levels of integrity, Carlisle Street reflecting through its buildings the phases in its growth. The Glen Eira Road centre, in conjunction with the railway station and railway gardens, is highly representative of the era of the Great War, enhanced by the group of inter-war banks towards its east end.

### 6.11.5 Recommendations

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

### 6.11.6 Assessment

Andrew Ward, July, 1998. (Revised August, 2000)

Source: SLV Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River. Source: SLV.

Extract from H. Vardy’s Map of St. Kilda:1873.Source: City of Port Phillip Archives.

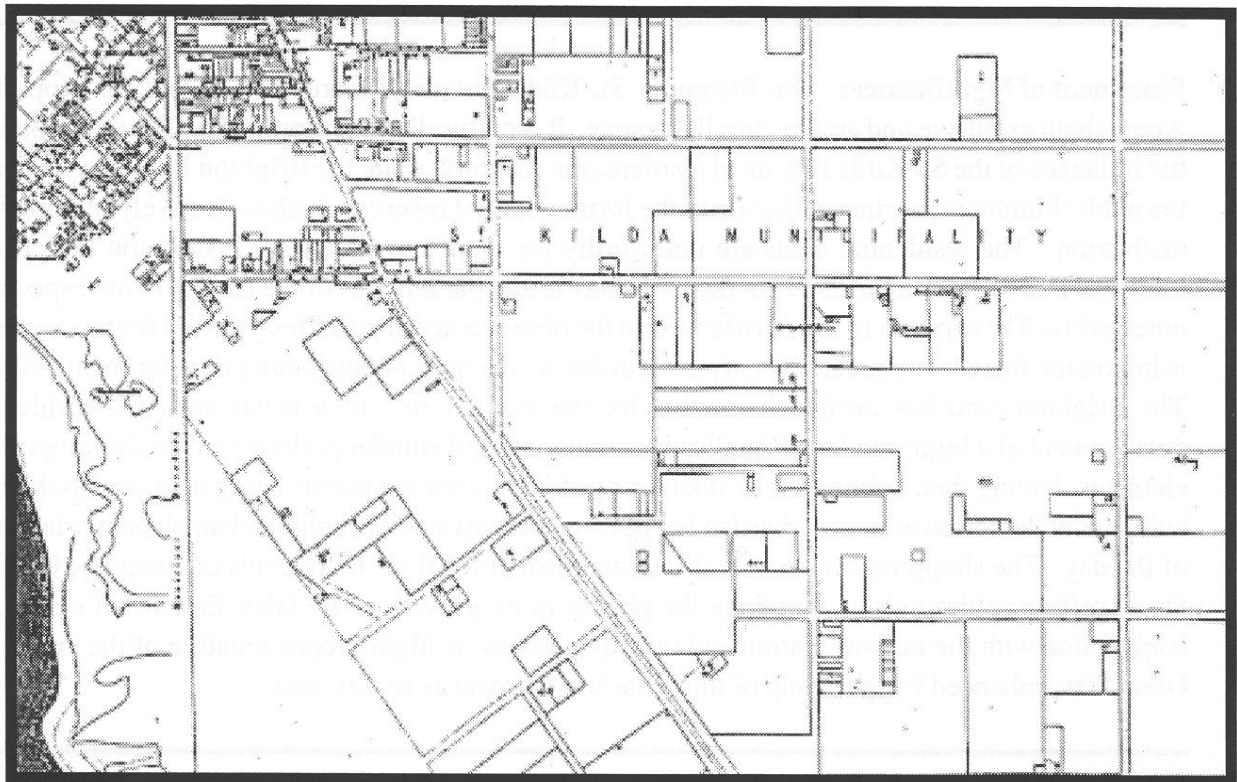
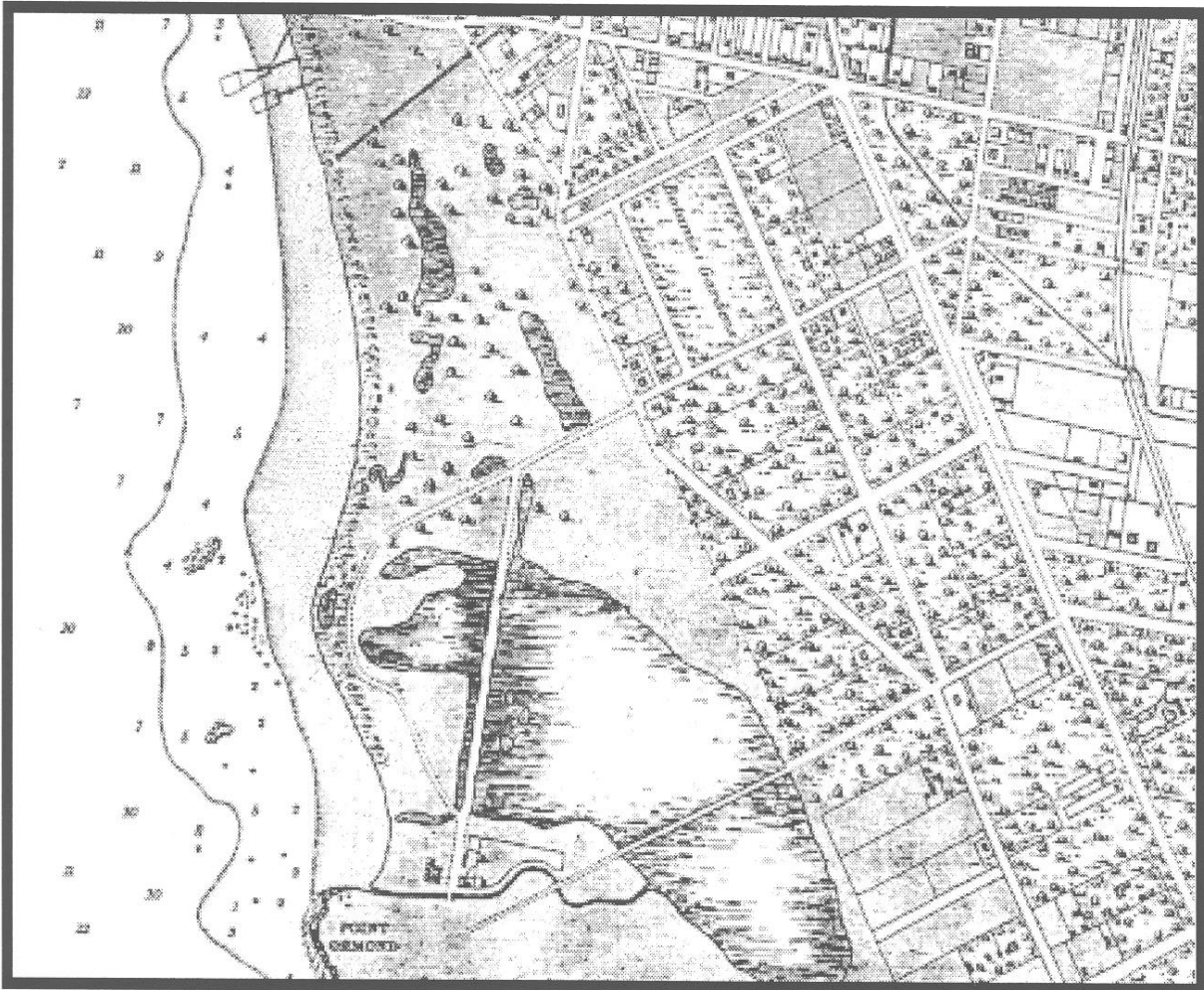


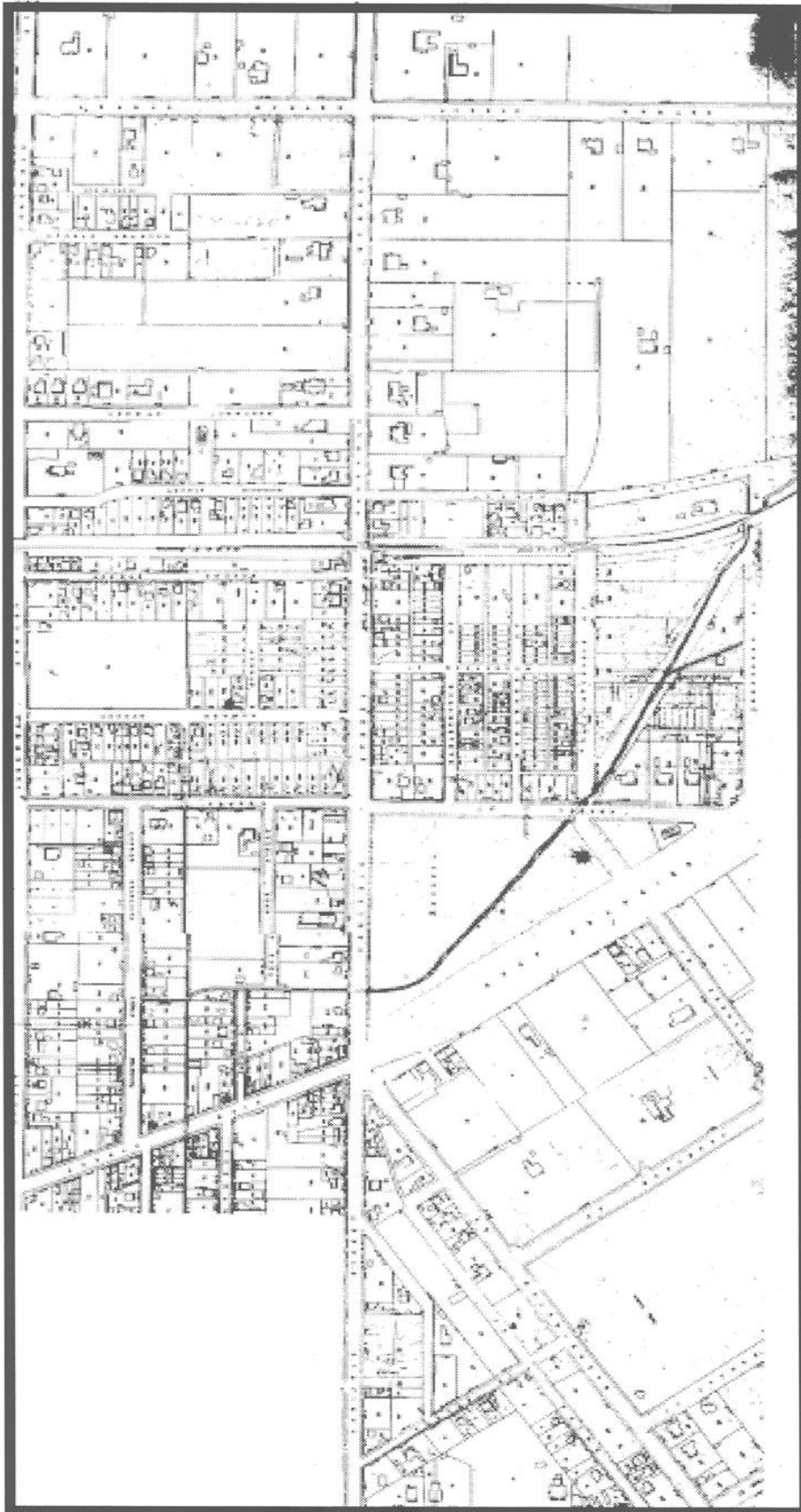
Figure 6.11-1 –

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.**

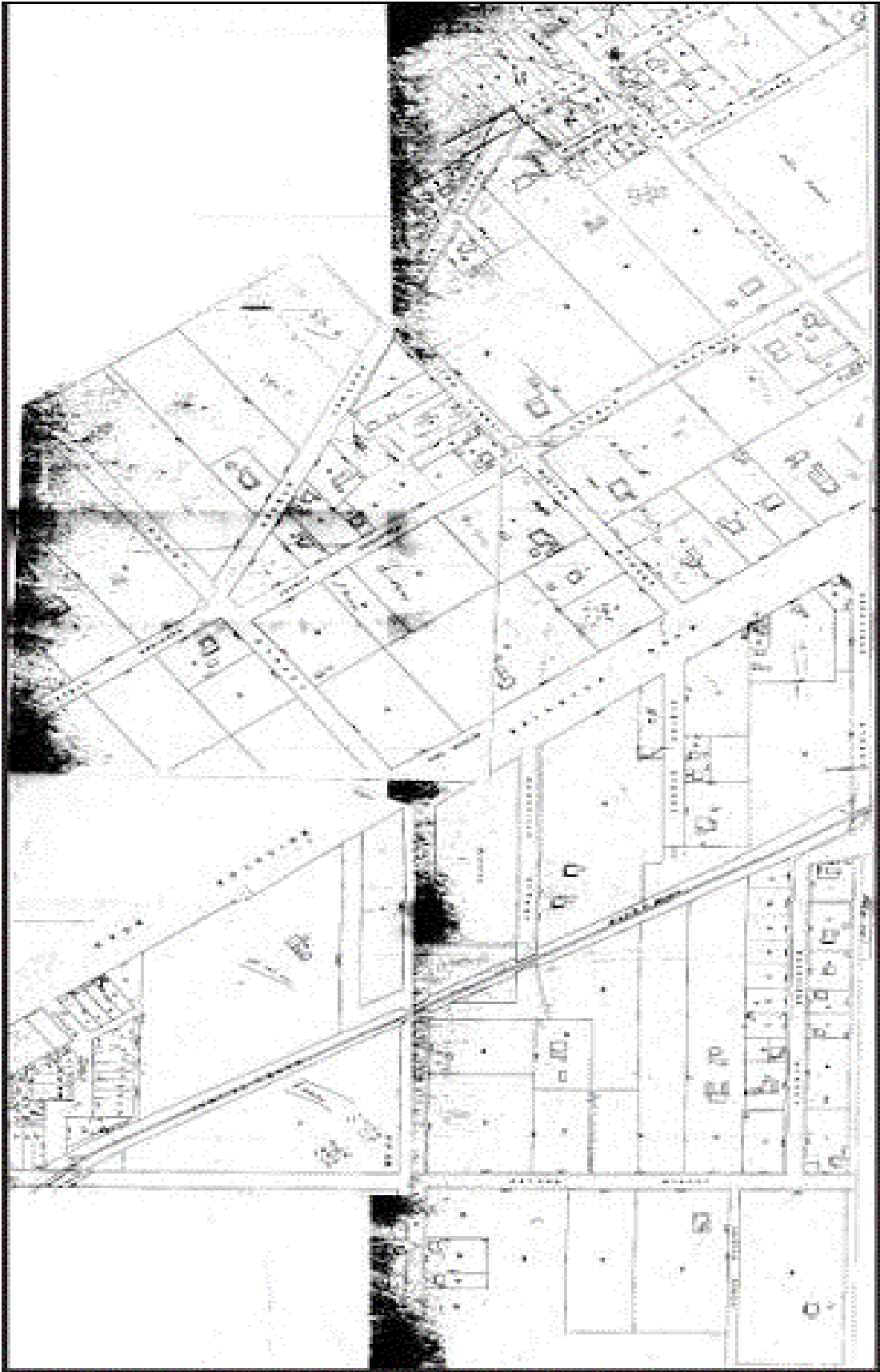
Source: SLV



**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



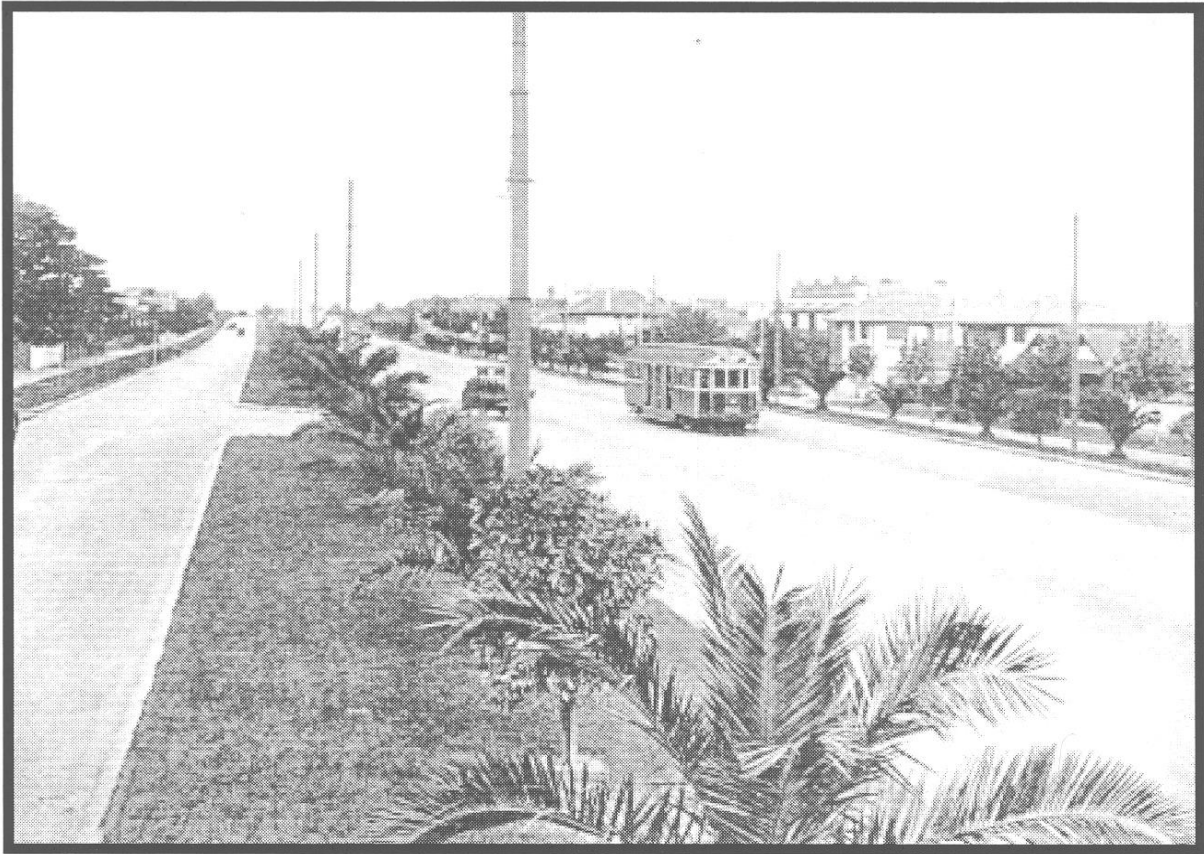
**Figure 6.11-5 – Carlisle Street, looking west from the railway bridge c.1862.**

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.**