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## 6.12 Elwood:Glen Huntly and Ormond Roads - HO8

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.12.1 Description

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

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

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

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

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

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

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## 6.12.2 History

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

The land bounded by Ormond Road, Glen Huntly Road and St. Kilda Street was subdivided into 173 "villa sites" known not surprisingly as the "Sea Side Estate" and auctioned off as early as 15.11.1884. At that time there was a general store at the Ormond Road/ Docker Street (then South Elwood Street) intersection. It was the only indication that this section of Ormond Road might at a future date be suitable for commercial development. Yan Yean water was available. To the north was the Elwood swamp. By 1905 the entire area had been drained and the Elwood Canal formed<sup>218</sup>. Land sales continued from the 1900's to the late 1920's, as Elwood became a popular bayside residential precinct. Broadway was the principle road in the Elwood swamp subdivision, hence its width. An electric tramway operated by the Victorian Railways Department ran down the Broadway and Ormond Road to Brighton Beach from 1906. Its construction led to the earliest phase in the suburban development of the Area along with the formation of shopping centres along its route during the inter-war period. On 4.6.1915 the Melbourne and Metropolitan Tramways Board introduced its Point Ormond tramway service along Glen Huntly Road, commencing at the Elsternwick railway station and terminating in the foreshore reserve at Point Ormond. Here, a restaurant offering patrons fine views of the Bay met the needs of tramway patrons and motorists at least until the cessation of tramway services in on 22.10.1960<sup>219</sup>.

The intersection of the Broadway with Glen Huntly and Ormond Roads became known as Elwood Junction from the time of the opening of the Point Ormond tramway. It remains at the heart of Elwood and provided the shopping and community facilities for the recently subdivided lands. "The Alderley", built in 1920-21 at the corner of Glen Huntly and Ormond Roads has been a local landmark and meeting place since that time. The design by Nahum Barnet for a Mr. Bailey, is rather conservative for its time, but stands today as a distinctive building at the intersection, having its shopfronts almost totally intact. When it was under construction, the "Elwood Motor Garage" operated by Mrs. McShanag was already in operation<sup>220</sup>. By 1930 it had closed. The State Savings Bank building, erected in 1922 at no. 6 Ormond Road, was one of the finest examples of the Bank's work of the period and is a key element in the Elwood Junction shopping centre precinct. Banks built during the First World War and into the 1920's are usually in a heavy banded Classicism style and this building epitomises the work of one of its two leading exponents, architects Sydney Smith, Ogg and Serpell<sup>221</sup>. The Elwood Post Office, built around 1925, is another of the key corner buildings of the Elwood Junction precinct, and is representative of the Commonwealth Government's work of the period.

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<sup>218</sup> Longmire, A., *St. Kilda: The Show Must Go On: The History of St. Kilda*, (vol. 3; Melbourne: Hudson, 1989), p. x.

<sup>219</sup> <sup>194</sup> It was in existence when the tramway closed.

<sup>220</sup> 1920 Sands and McDougall Directory.

<sup>221</sup> Bick, J., *Op. Cit.*, p. 221.

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By 1930, the number of businesses in the vicinity of Elwood Junction had grown to 19 and included a dentist, cigarette manufacturer, and the “Maison de Luxe Dance Palais”<sup>222</sup>.

Another of the landmarks of the Elwood Junction centre, and indeed of Elwood is St. Columba’s Catholic Church, built in 1929. Its tower can be seen from many parts of the suburb. A number of Roman Catholic churches of similar scale and varied detailing were erected around this time and this building is one of the finest examples<sup>223</sup>. A school was already on the site and it was enlarged when the hall was added in 1937. Augustus Fritsch (1866-1933) was the architect and Reverend M.F. McKenna was the first incumbent. St. Bede’s Church of England, situated on the corner of Ormond Road and Byrne Avenue is the oldest church in Elwood, having being built in 1916<sup>224</sup>. It was intended to serve as the church hall for a larger church at the Tiuna Grove corner. The architects were North and Williams, and the builder was James Brown.

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

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

### 6.12.3 References

1. Bick, D., St. Kilda Conservation Study (Area two): Individual Elements and Conservation Areas, (vol. 1; [unpublished], 1984).
2. Longmire, A., St. Kilda: The Show Must Go On: The History of St. Kilda, (vol. 3; Melbourne: Hudson, 1989).
3. Sands and McDougall Directories.

### 6.12.4 Thematic Context

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

### 6.12.5 Statement of Significance

#### What is Significant?

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<sup>222</sup> 1930 Sands and McDougall Directory.

<sup>223</sup> Bick, D., *Op. Cit.*, p. 181.

<sup>224</sup> The schoolroom at the rear was built in early 1918, and by the end of 1921 the vestries, guild room, and porch were completed. See Bick, p. 223.

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The south portion of Elwood that has Glen Huntly Road as its east-west spine. It extends to the north to just beyond Shelley Street, between Marine Parade and the Elwood Canal; and to the southeast between Ormond Road and Ormond Esplanade, as far south as to parts of Vautier Street. The area also includes the Point Ormond Reserve and Port Phillip Bay foreshore, south of the Elwood Canal; and the Robinson Gardens recreational reserve.

Some residential development occurred in this area from the 1850s, such as Elwood House (c1855), and later Tiuna (1884) and Thalassa (1889), and a small number of villas. The establishment of an electric tramway by the Victorian Railways in 1906, which extended through Elwood between St Kilda Railway Station and Brighton Beach, stimulated residential development of this area from the early twentieth century. The opening of another electric tramway in 1915, which extended between Elsternwick Railway Station to Point Ormond, operated by the Melbourne & Metropolitan Tramways Board, further improved public transport links to Elwood, and consequently residential development continued to occur in the Inter-war years.

This early twentieth century development (1900-1918) and Inter-war development (1919-1939) is mostly defined by detached brick villas and bungalows, and flats. Many of these are intact and evocative of Elwood in the early to mid-twentieth century being a desirable beachside suburb, a quality that continues today.

Underscoring the residential character of this area is the Elwood Shopping Centre at the junction of Broadway, Ormond and Glen Huntly Roads, and another shopping centre further southeast on Ormond Road. They contain commercial and public buildings, including churches, contemporaneous with the residential development that occurred between 1900 and 1939, and established themselves as focal points of community life of this area.

The following features contribute to the significance of the HO8 Elwood: Glen Huntly and Ormond Roads area:

- The Port Phillip Bay foreshore, Point Ormond Reserve and Robinson Reserve;
- Housing from the first phase of residential development from the mid-late nineteenth century;
- Housing and flats from the development of the area in the early twentieth century (1900-1918) and the Inter-war period (1919-1939);
- Commercial, and public buildings, including churches, that were built in tandem with the residential development of the area from the early twentieth century;
- Public realm infrastructure and landscaping that contributes to the fine urban character of this area, such as street trees, bluestone channel and kerbing, and parks and reserves.

### How is it Significant?

The HO8 Elwood: Glen Huntly and Ormond Roads area is of local historical (Criterion A), aesthetic (Criterion E), and social (Criterion G) significance to the City of Port Phillip.

### Why is it Significant?

The area is of historical significance for the mid-late nineteenth century mansions and villas of this part of Elwood, whose residents were attracted to the area by its location adjacent to the foreshore of Port Phillip Bay. The housing and flats of the precinct of the early twentieth century and Inter-war years demonstrate the second, and most substantial, phase of residential development that was triggered by improved public transport links by the opening of two electric tramways through Elwood in 1906 and 1915 (Criterion A).

The commercial and public buildings, including churches, of the two shopping centres that are contemporaneous with the housing and flats of the early twentieth century and Inter-war years, are of historic significance. They established focal points for this community from the early twentieth century,

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and are evocative of aspects of life in this suburb as a place to shop, conduct business, worship and to socialise (Criterion A).

Aesthetically, the area is significant as retaining fine and relatively intact collections of housing and flats of the early twentieth century and Inter-war years. These are of styles that are representative of residential design of these years, with Edwardian-era villas and early bungalow designs with Arts & Crafts influences. Inter-war housing and flats demonstrate a broader range of architectural styles, which, in addition to Arts & Crafts, include influences from the West Coast of the United States such as the Californian Bungalow and Spanish Mission-styles; Moderne (Art Deco), and some buildings displaying tenets of emerging European Modernism. This array of architectural styles, within a setting that references garden suburb ideals, has created an area with a rich built form environment within the City of Port Phillip (Criterion E).

The commercial and public buildings of the shopping centres that were built in the early twentieth century and Inter-war years, underscore the surrounding residential character and use of this area. They contribute to the rich built form of this precinct, and are of aesthetic value as a relatively fine and intact collection of commercial and public buildings built prior to World War II. In terms of one shopping centre, it forms a focal point for this broader area and its community at a junction of three major thoroughfares (Criterion E).

The Port Phillip Foreshore, Point Ormond Reserve and Robinson Gardens are of social significance to Port Phillip, as public space and recreational areas that are known, used and valued by the community from the 1850s (Criterion G).

The two shopping centres, as focal points for this local community as a place to shop, conduct business, worship and socialise, are of social significance. They too are places known, used and valued by the local community (Criterion G).

### 6.12.6 Recommendations

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

### 6.12.7 Assessment

Andrew Ward, July, 1998.

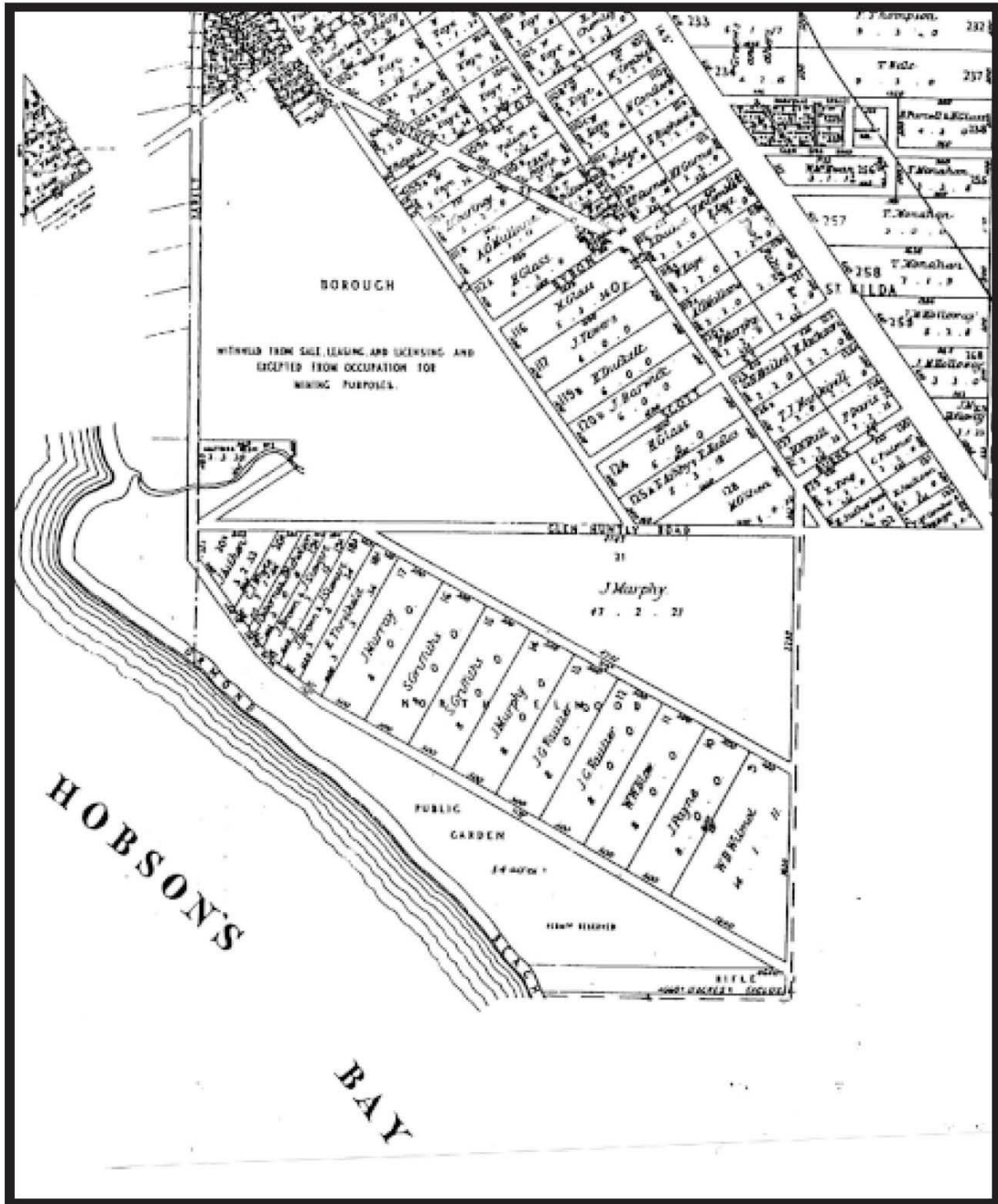
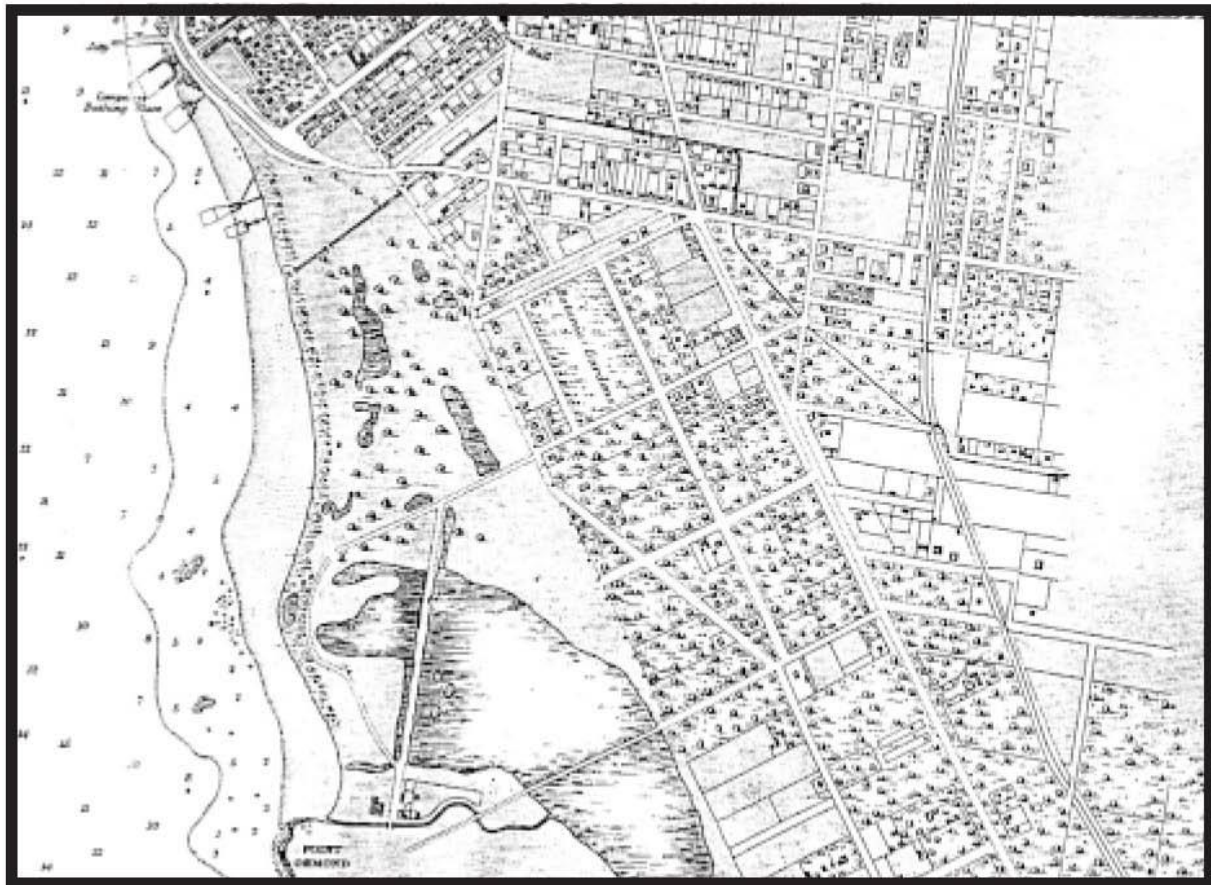


Figure 6.12-1 – Parish Plan showing pattern of early land subdivision in Elwood (nd). The subdivision between Ormond Road and the Ormond Esplanade was for a period identified as “North Elwood”.

Source: SLV



**Figure 6.12–2 – Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River, showing the swamp in the vicinity of Glen Huntly Road.**

Source: SLV.

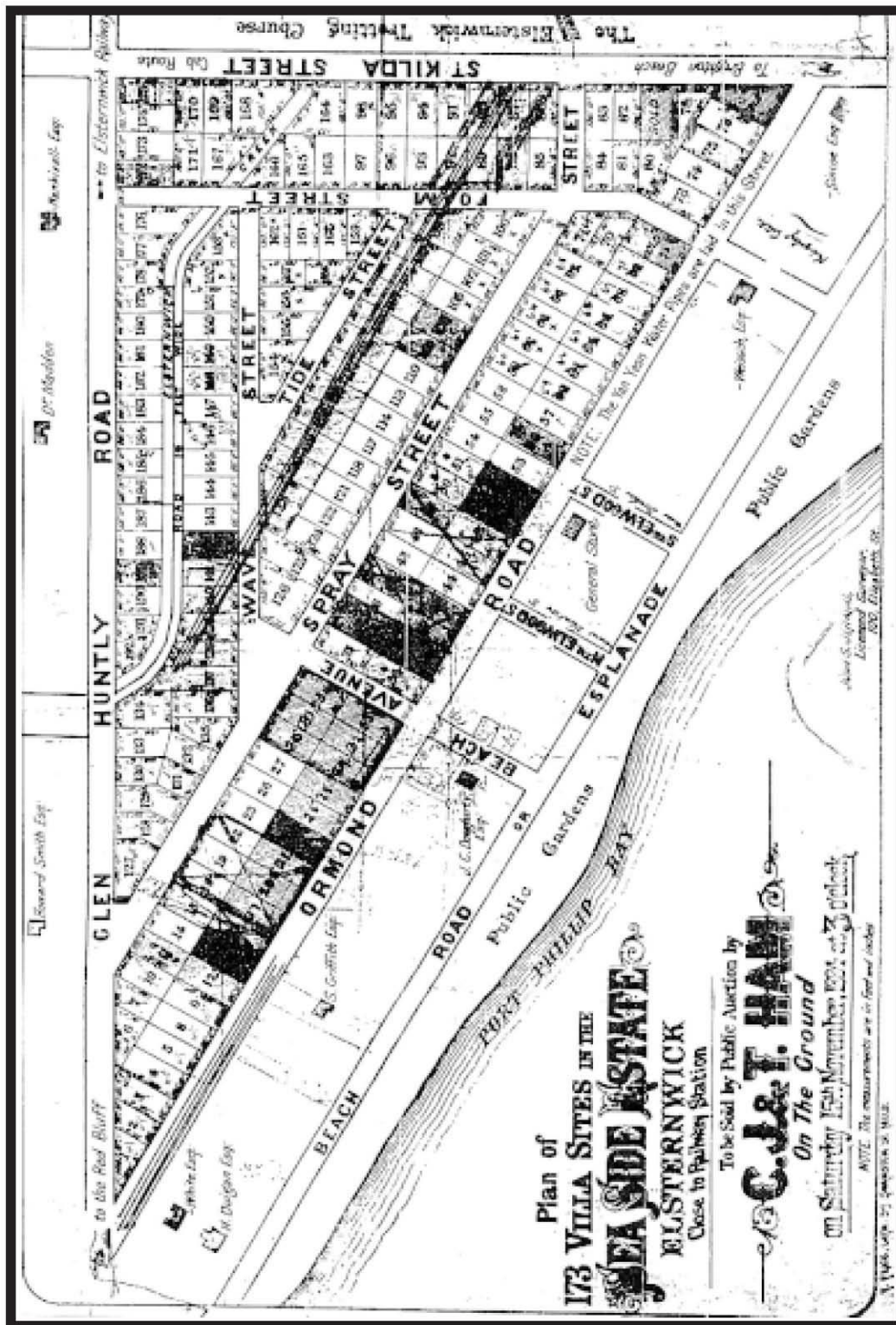
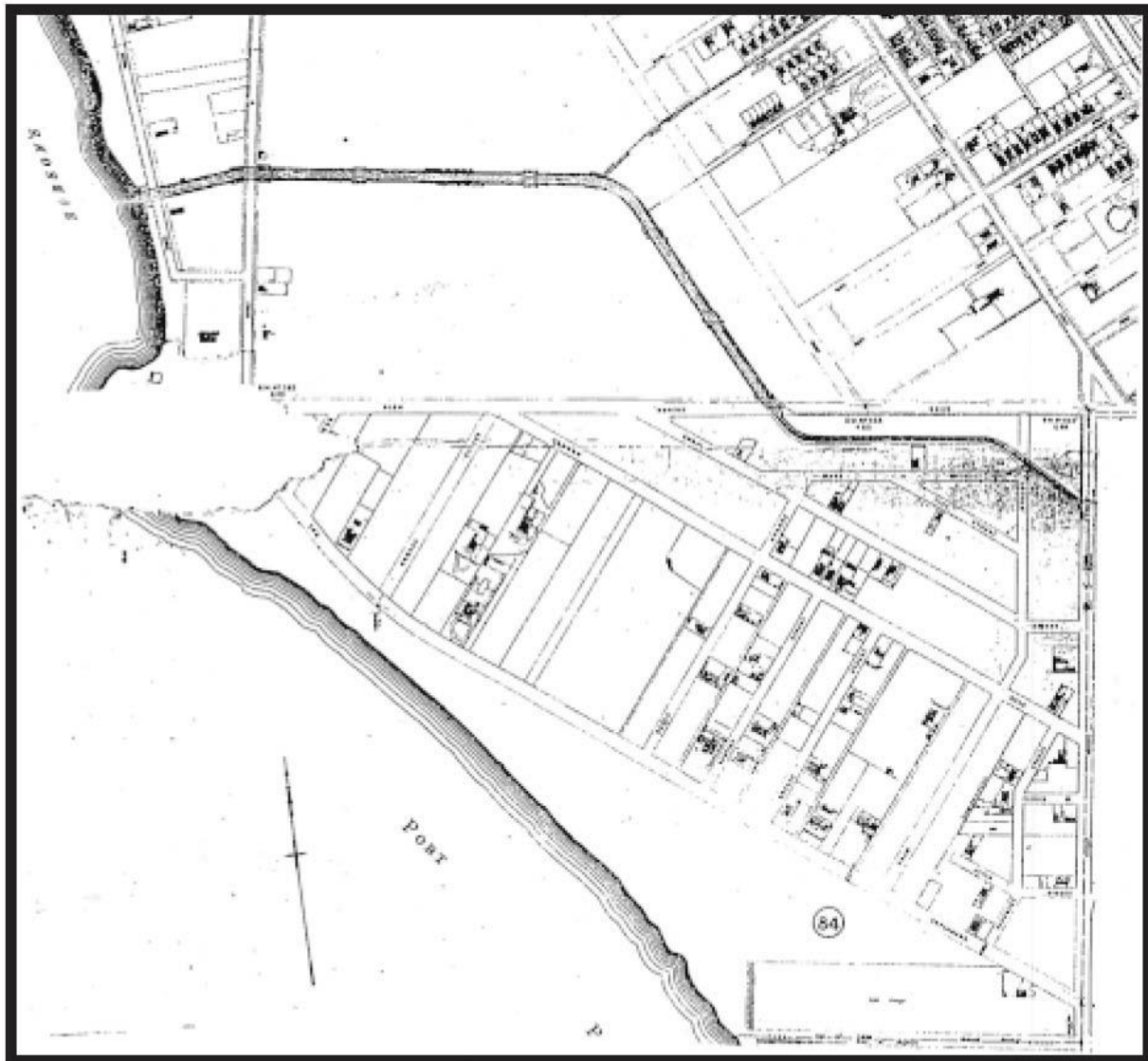


Figure 6.12-3 – Plan of the “Sea Side Estate”, Elsternwick, of 1884.

Source: SLV





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

Source: MMBW litho.



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

Source: A.Ward



**Figure 6.12–6 – The shops at Elsternwick Junction, a name recalling the junction of the former Point Ormond and Brighton Beach electric tramways that passed through this intersection until 1959.**



**Figure 6.12–7 – Shelley Street, looking west from the Elwood Canal, showing the plane trees and flat blocks characteristic of the area.**



**Figure 6.12-8 – The Ormond Road shops and façade of the former “Broadway” theatre at left.**

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## 6.13 Inkerman Street (East) - HO315

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.13.1 Description

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

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

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

The remainder of this Area is made up of isolated Victorian period buildings and Post Federation dwellings with some recent houses and flat blocks. There are two polychrome brick villas, one being two storeyed in the terraced form facing no. 251, a timber cottage with posted verandah and ashlar front at no. 233 and a stuccoed villa on the north-east corner of Inkerman and Chapel Street which has interesting intaglio work. The latter dwelling reinforces the late Victorian point of entry to the Area from the west whilst all of the buildings powerfully underscore its nineteenth century origins.

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The Post Federation dwellings are of both timber and brick construction and often in pairs in the manner of the period. The majority is situated on the north side of the street and is frequently concealed from view by high front fences. These houses are representative of their period having dominant overhanging gable ends, window hoods, red brick and stuccoed surfaces and small porches, the dwelling pairs usually being mirror reversed. The timber picket fence at no. 196 appears to be original.

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



**Figure 6.13–1 – Inkerman Street, south side, looking east from Chapel Street at a point of entry to the Area**



**Figure 6.13-2 – Terrace at nos. 255-269 Inkerman Street.**



**Figure 6.13-3 – Terrace at nos. 275-281 Inkerman Street.**





**Figure 6.13–4 – Inkerman Street, north side, showing the Post Federation period dwellings and Victorian buildings in the middle distance.**

### 6.13.2 History

The Kearney Map of 1855 shows that Inkerman Street beyond Chapel Street was on the edge of the urban area of the metropolis, there being no buildings within the area under consideration. The first land sales occurred in October, 1857 when blocks of almost an acre were successfully auctioned at the Inkerman/Chapel Streets corner. The land was advertised in glowing terms and on the basis that it was soon to be the centre of St. Kilda<sup>225</sup>. Inkerman Street was one of the first named streets, but by the end of 1857 it had been joined by Little Inkerman Street (Evelyn Street) and Little Alma Street (King Street). Queen Street was soon formed out of the allotment situated on the northeast corner of Chapel and Inkerman Streets and in the same year, the next block east was for sale.<sup>226</sup>

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

By 1873 J.E.S. Vardy's survey plan showed that the number of houses in Inkerman was gradually increasing but the site of the present terraces at nos. 251 and 255-269 was vacant and occupied in 1879 by Brunning's Nursery<sup>227</sup>. None of the surviving early houses in this area had been built at the time Vardy's plans were prepared.

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<sup>225</sup> Cooper, p. 112.

<sup>226</sup> Plan of Building Allotments at St. Kilda, SLV Vale Book 4A, p.146, dated 1857.

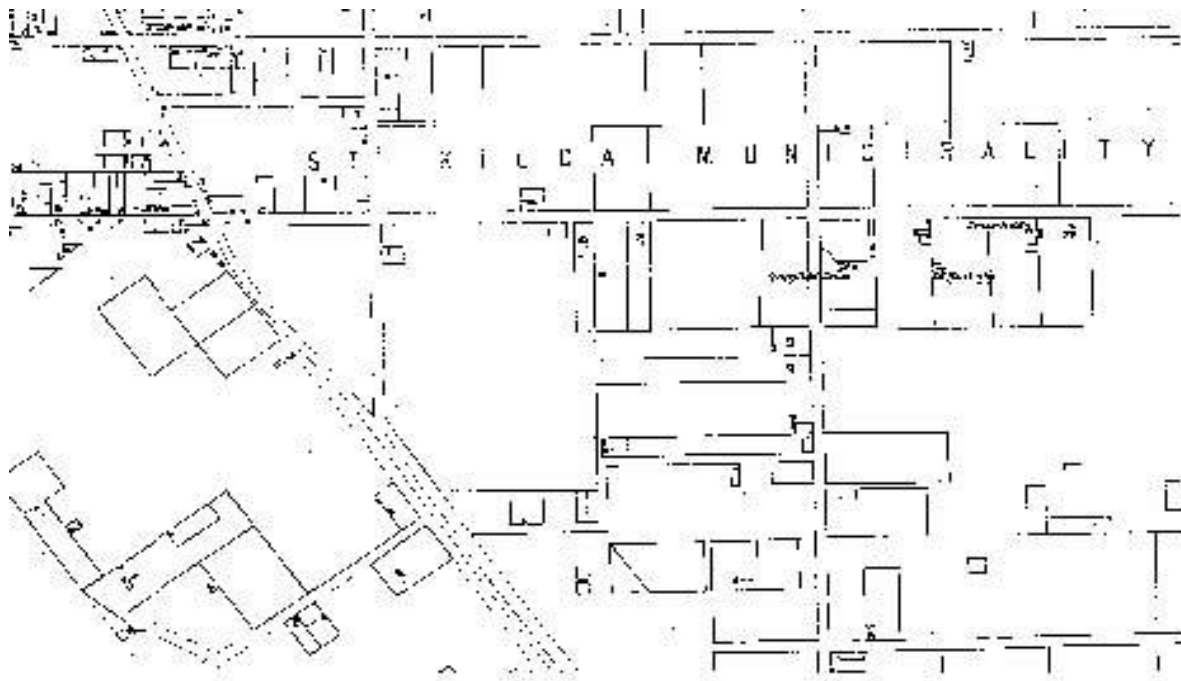
<sup>227</sup> MMBW plan, 1879.

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A new era in the consolidation of development in the Area occurred following the opening of the Prahran cable tramway along Chapel Street on 26th. October, 1888. By 1890 the north side of Inkerman Street was occupied by 6 houses between Chapel and Evelyn Streets. It is thought that the majority of these survive. The south side by this time had become a focus for commerce and included two groceries, a centre for “professional dancing”, two butchers, a fruiterer, a baker and a dairy. The terraced shops in which these businesses were situated are extant, having been built in 1889<sup>228</sup>.

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

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

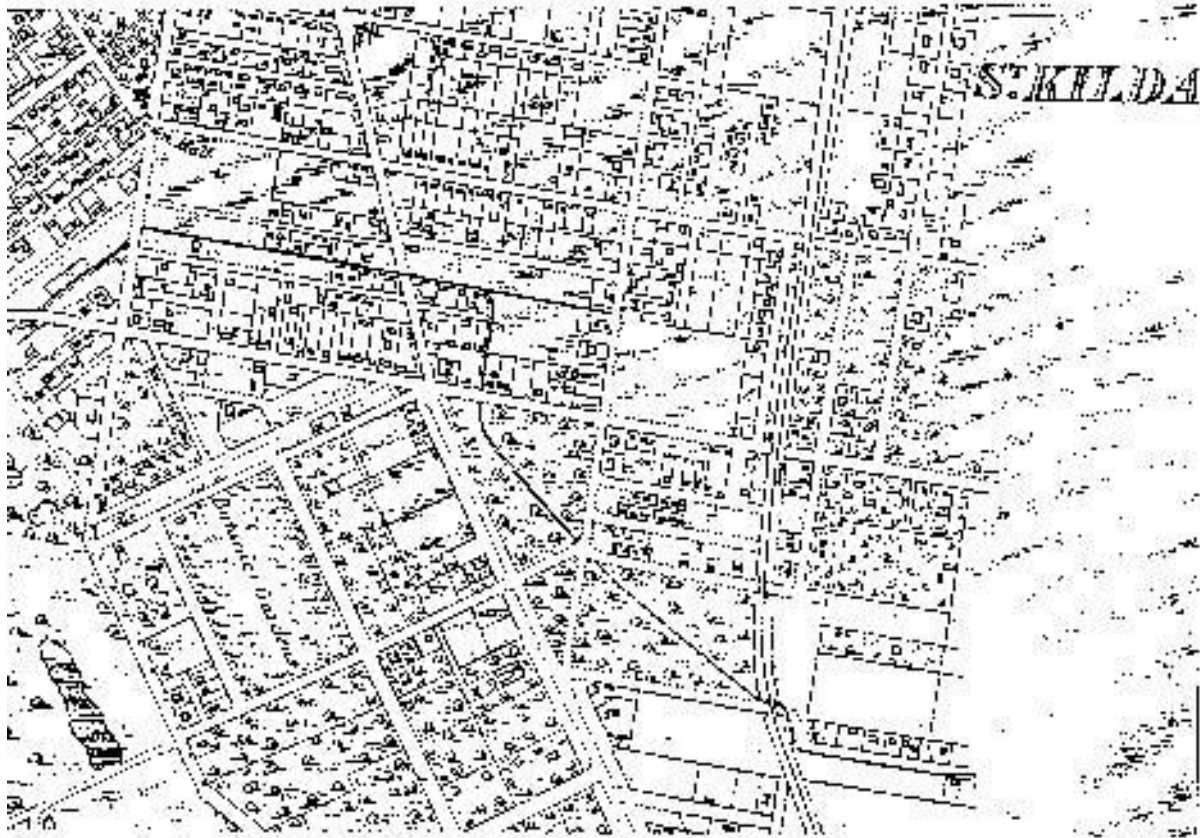


**Figure 6.13-5 – Extract from Kearney’s map of 1855.**

Source: SLV

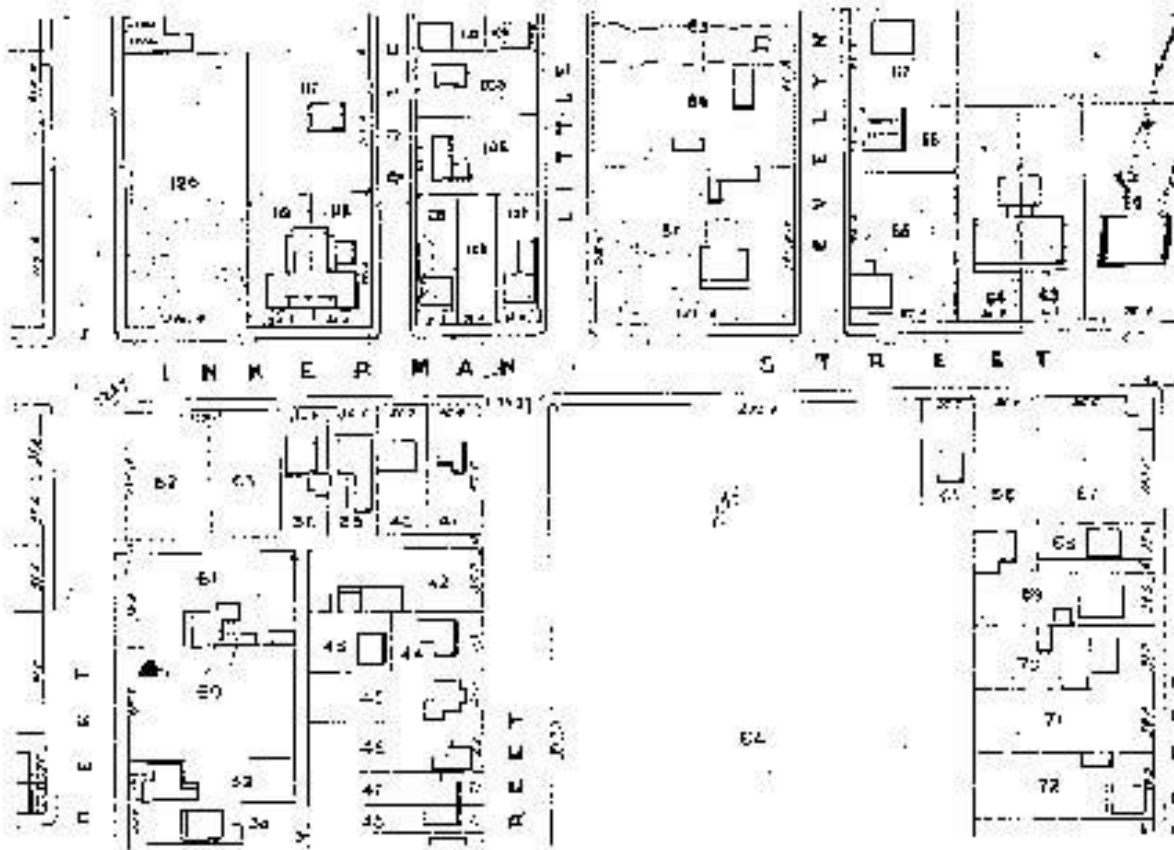
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<sup>228</sup> Sands and McDougall directories. Rate book information to be added to this draft.



**Figure 6.13-6 – Extract from commander Cox’s map of 1866.**

Source: SLV.



**Figure 6.13–7 – Extract from J.E.S. Vardy’s survey plan of 1873.**

### 6.13.3 Thematic Context

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

### 6.13.4 Statement of Significance

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

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

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

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### 6.13.5 Recommendations

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

### 6.13.6 Assessment

Andrew Ward, August, 2000

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## 6.14 Carlisle Street (East) - HO316

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.14.1 Description

This Area is situated at the east end of Carlisle Street at Hotham Street and encompasses Hawsleigh Avenue. Whilst there is representation from the nineteenth century and Post Federation periods, the Area is dominated by Inter-War structures, most notably the St. Colman's Catholic Church complex and the walk-up apartments of Carlisle Street and Hawsleigh Avenue. Both the church and church hall are dominant Italian Romanesque Revival structures in red brick and unpainted cement highly representative of the church's best work of the day. Their gable roofed facades are balanced by pavilions intended to support towers, only one of which has been built, its distinguishing cupola being a local landmark. Both buildings are connected by a high brick wall of the Inter-War period that conceals more recent buildings behind. There are several dominant two storeyed Inter War apartment developments formed around courtyards. They have low front fences and spacious garden settings. "Hawsleigh Court" is in the Mediterranean Style with Tuscan columns to two storeyed loggias facing Hawsleigh Avenue. They are located at the end of wings enclosing a central courtyard. Comparable developments include "Triona Court", "Hillsden Court" and "Merri Court" whilst others of the period that contribute to its importance are "Waikato" and "Charters Towers". "Astolat" is a remarkable English Cottage style Inter War apartment complex prominently situated at the Hawsleigh Avenue corner. Its picturesque gabled roofs, tall chimney stacks, half timbering, shingles, porches and ironmongery represent best practice of their time, the extensive use of rustic clinker bricks establishing links with other contemporary buildings, including "Charters Towers" and the Kollel Beth Hatalmud Yehuda Fishman Institute opposite as well as a number of other buildings further afield. There is stylistic diversity here, Georgian fanlights, lancet archways, drip moulds, cast cement lamp posts, Tuscan columns, picturesque roof lines and the heavy handed Romanesque forms of the Catholic Church being typical of elements imparting aesthetic value.

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

Whilst the Inter-War period buildings have survived with a remarkable degree of completeness, changes to the Post Federation period houses include overpainting, the removal of front fences and the replacement of some verandah posts. There are also instances where the formerly pretty cottage front gardens have been paved to accommodate off street parking and one example of a carport built in the diminutive frontage setback.



**Figure 6.14-1 – Carlisle Street, looking east from the St. Colman’s Catholic Church and demonstrating their importance in the streetscape.**



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



**Figure 6.14-3 – “Astolat”, 1934**



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





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



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

### 6.14.2 History:

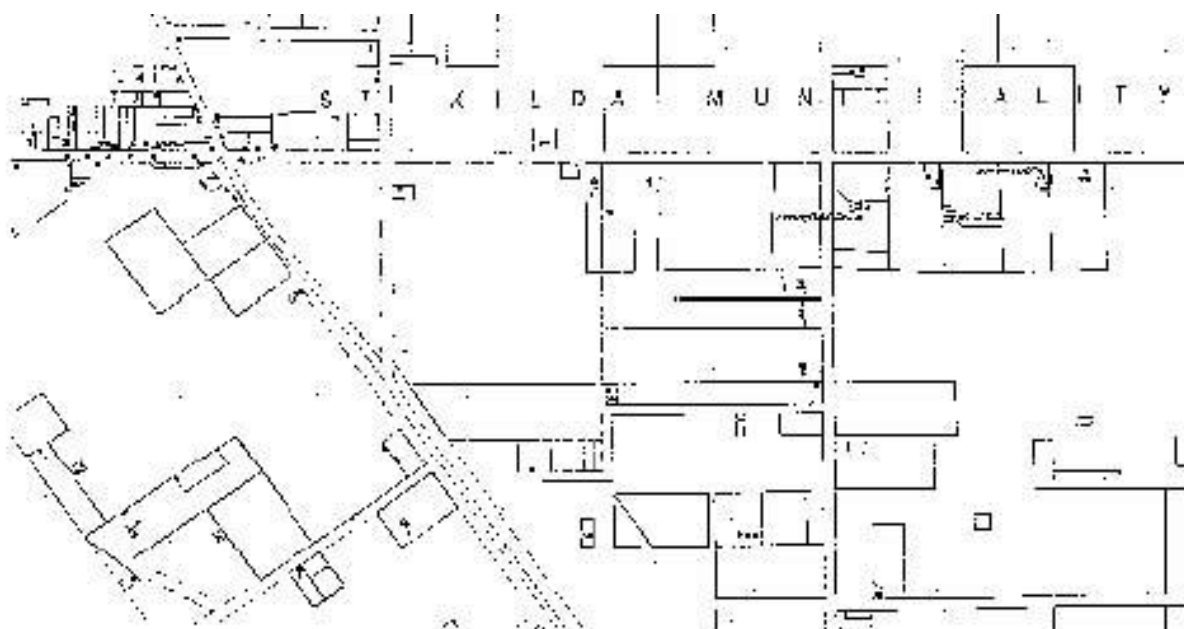
Carlisle Street was one of the first named streets in St. Kilda, having been officially proclaimed in July 1857. Before this time the western section was known as Beach Road, and the eastern section Balacava Road. The Area was vacant, Kearney’s map of 1855 showing some fence lines and “Springfield House”, the only residence close by, facing west across Hotham Street. By 1860 only Andrew Murray’s house

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stood on the north side of Carlisle Street east of the railway line. However there were six residences on the south side east of the railway line, with a further two east of Bull Street<sup>229</sup>. J.E.S. Vardy's map of 1873 shows that there were three villas on the south side of Carlisle Street, since demolished, and three on the north side, present no. 366 surviving as the only remnant of this formative period in the settlement of the Area.

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

The Prahran and Malvern Tramways Trust, opened its Hawthorn Road to The St. Kilda Esplanade electric tramway in April 1913<sup>230</sup>, conveying the residents of the burgeoning south-eastern suburbs to the waterfront. It paved the way to the redevelopment and closer settlement of the land through which it passed leading to the subdivision of the larger holdings into Carlisle and Hawsleigh Avenues with their attendant Post Federation period duplexes and Inter War apartments and bungalows. The Catholic Church erected its church and hall at St. Colman's in 1929 and 1939 respectively, architect Leslie J. Reed's design for "Astolat" being prepared in 1934.



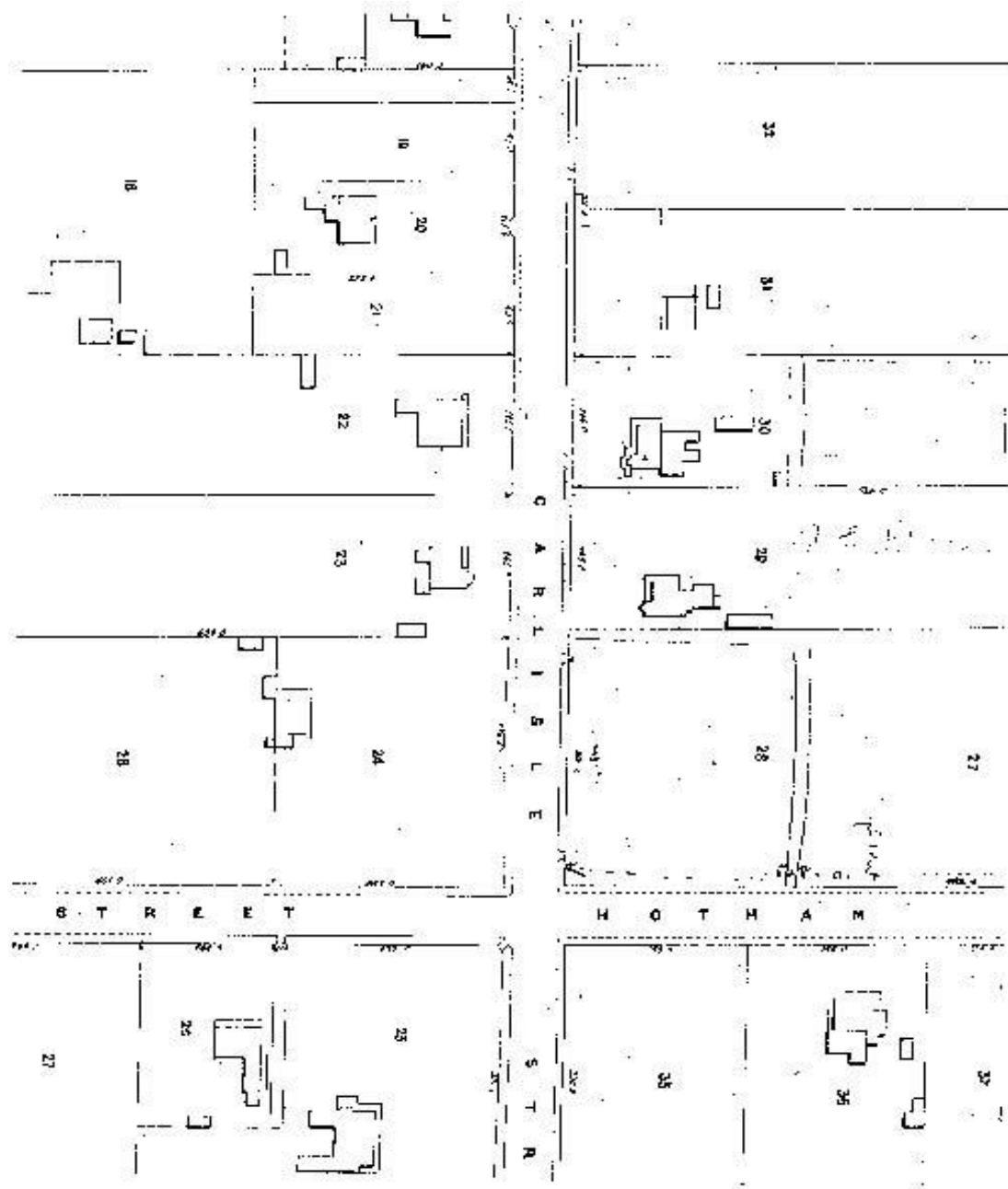
**Figure 6.14-7 – Extract from Kearney's map of 1855**

Source: SLV

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<sup>229</sup> Sands and McDougall directory, 1860.

<sup>230</sup> George, B., Storey, D., Birch, J., et. al., *Time-line History of Melbourne's Government Cable and Electric Trams and Buses*, (Melbourne, Association of Railway Enthusiasts), 1997.



**Figure 6.14–8 – Extract from J.E.S. Vardy’s survey plan of 1873.**

### 6.14.3 Thematic Context

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

### 6.14.4 Statement of Significance

The Carlisle Street (east) Area was established during the late 1850s and consolidated during the late nineteenth century Land Boom. Closer subdivision followed Federation and the opening of the Prahran and Malvern Tramways Trust electric tramway service along Carlisle Street in 1913, leading to the

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erection of several apartment developments and the St. Colman's Catholic Church complex during the Inter-War period. The Area is historically and aesthetically significant.

It is historically significant (Criterion A) for its capacity to demonstrate the periods of growth characteristic of the Carlisle Street corridor and including the mid Victorian period, the late Victorian Land Boom, the Post Federation recovery and the Inter War years during which flats were regarded as smart and progressive accommodation causing the City of St. Kilda in one year during the 1930s to attract one third of all metropolitan flat development<sup>231</sup>.

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

### 6.14.5 Recommendations

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

### 6.14.6 Assessment

Andrew Ward, August, 2000

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<sup>231</sup> Port Phillip Heritage Review, p.33.

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## 6.15 Hotham Street (Balaclava) - Ho317

### Existing Designations:

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

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### 6.15.1 Description

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

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



**Figure 6.15-1 – The terrace at nos. 113-119 showing the Romanesque window heads that are a characteristic of the houses in this Area.**



**Figure 6.15–2 – Looking north from The Avenue corner with no.125 nearest the camera.**

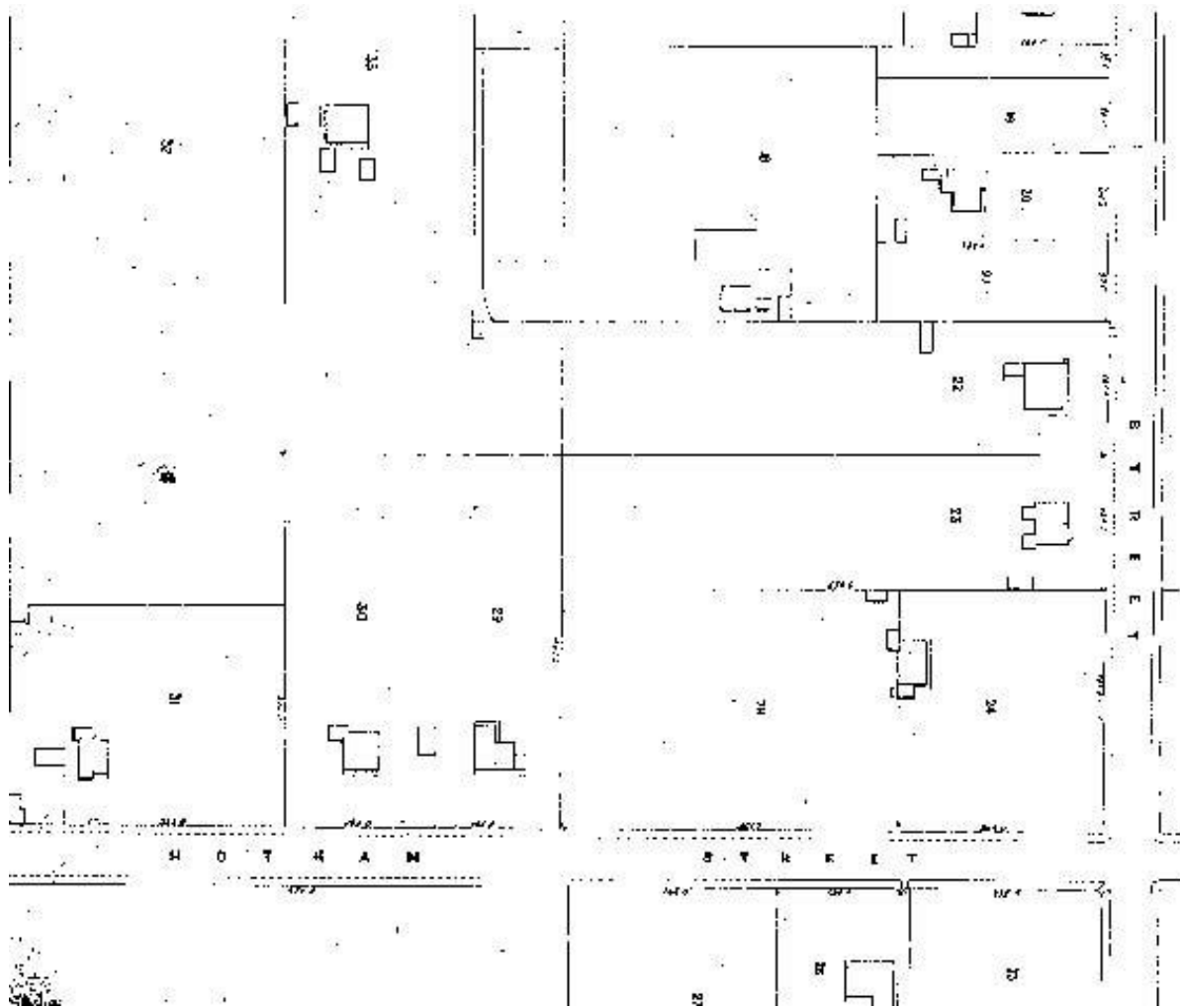
### 6.15.2 History

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

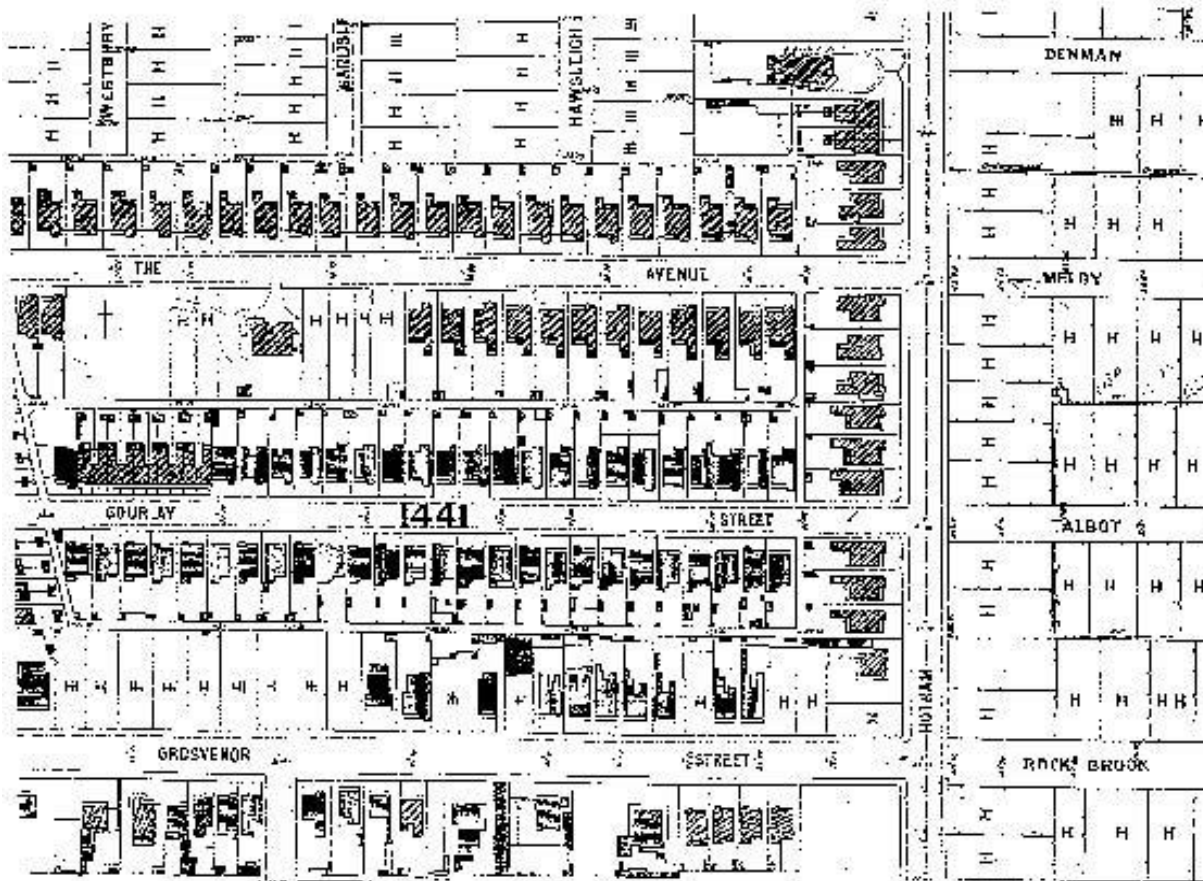
It was not until the height of the Land Boom that speculative builders Philip Corkhill and William and Leigh Farr made substantial land purchases in the area. Corkhill was associated with John E. Gourlay after whom nearby Gourlay Street was presumably named and who was a director of James Miram’s Premier Building Association. When the Premier was liquidated in 1890, Gourlay was accused of conspiring to grant loans to Corkhill among others on the pretended security of certain lands and in excess of their value via a pretended sale<sup>232</sup>. Whilst Corkhill had purchased the land on which nos. 121 and 123 Hotham Street were to be built, it was one of the Farris who actually built the present houses in 1888, ownership being in the name of Thomas Farr by 1889. Farr also built the terrace at nos. 113-119 as well as other houses in the locality. Their speculative activities had transformed this section of Hotham Street, extending west to William Street; The Avenue and Gourlay Street being almost completely built up by the onset of the depression of the early 1890s. By the turn of the century, nos. 121-125 were in the hands of the Northern Assurance Company.

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<sup>232</sup> See Cannon, M., *The Land Boomers*, Lloyd O’Neil, 1972, pp.158-157.



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



**Figure 6.15-4 – An extract from MMBW drainage plan no.47 showing the results of the Land Boom in the Area.**

**6.15.3 Statement of Significance**

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

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

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

**6.15.4 Recommendations**

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



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6.15.5 **Assessment**

Andrew Ward, August, 2000

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## 6.16 Brighton Road (Elwood) - Ho318

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.16.1 Description

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

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

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

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

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



**Figure 6.16-1 – “Taradale” at no. 229 Brighton Road defines the northern extremity of the Area.**



**Figure 6.16-2 – “Maytime” is an exceptional Arts and Crafts influenced bungalow amongst others facing Glen Huntly Road.**

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In Heaton Avenue Californian Bungalows dominate, often demonstrating Arts and Crafts influences. There are ship lapped low front fences, occasional replacement picket fences and an Indian bungalow at no.11. This street survives with a high level of integrity.

### 6.16.2 History

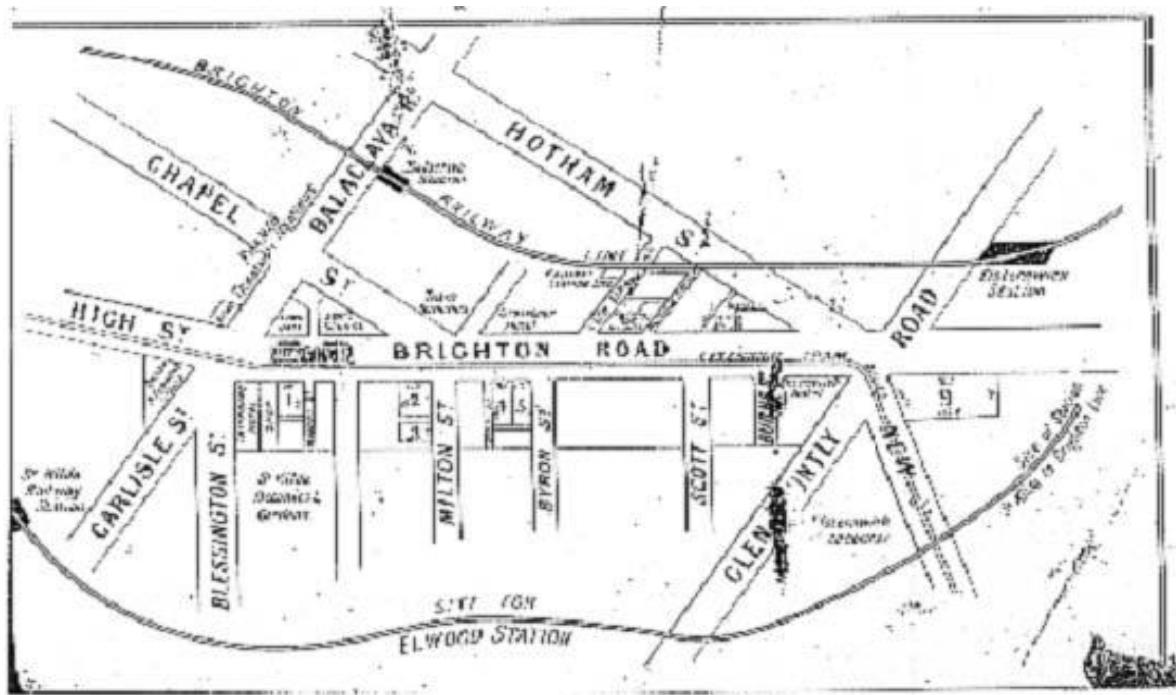
Whilst the Arthur's Seat Road had been in existence from at least the 1840s and the railway to North Brighton from December, 1859, the only building to be erected in this Area was the Elsternwick hotel, from 1854. The original portion survives today to the north of the higher and more grandiose corner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

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

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

### 6.16.3 Thematic Context

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



BRIGHTON RD.
ST KILDA

## IMPORTANT SALE OF

# VALUABLE BANKING, HOTEL & BUSINESS FRONTAGE

TUESDAY 23<sup>RD</sup> OCTR.  
 on the properties at 3 o'clock.

**TERMS.**

1/4 Cash Balance

3/4 6 & 9 Months

at 6 per cent.

*Solicitors*

VERSES CRISP, H

& HEDDERLEY

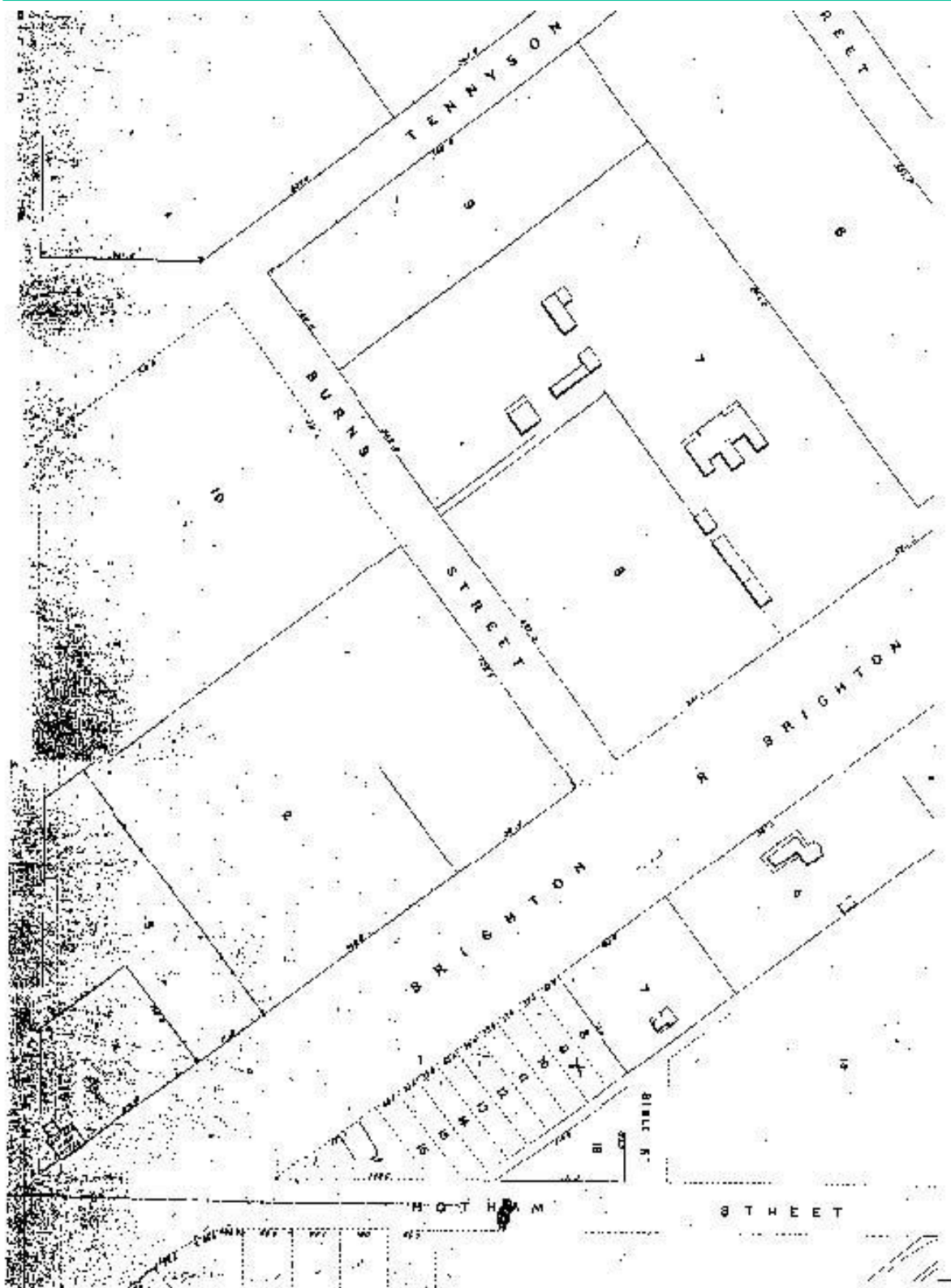
Chancery L.

## BRIGHTON ROAD, ST KILDA.

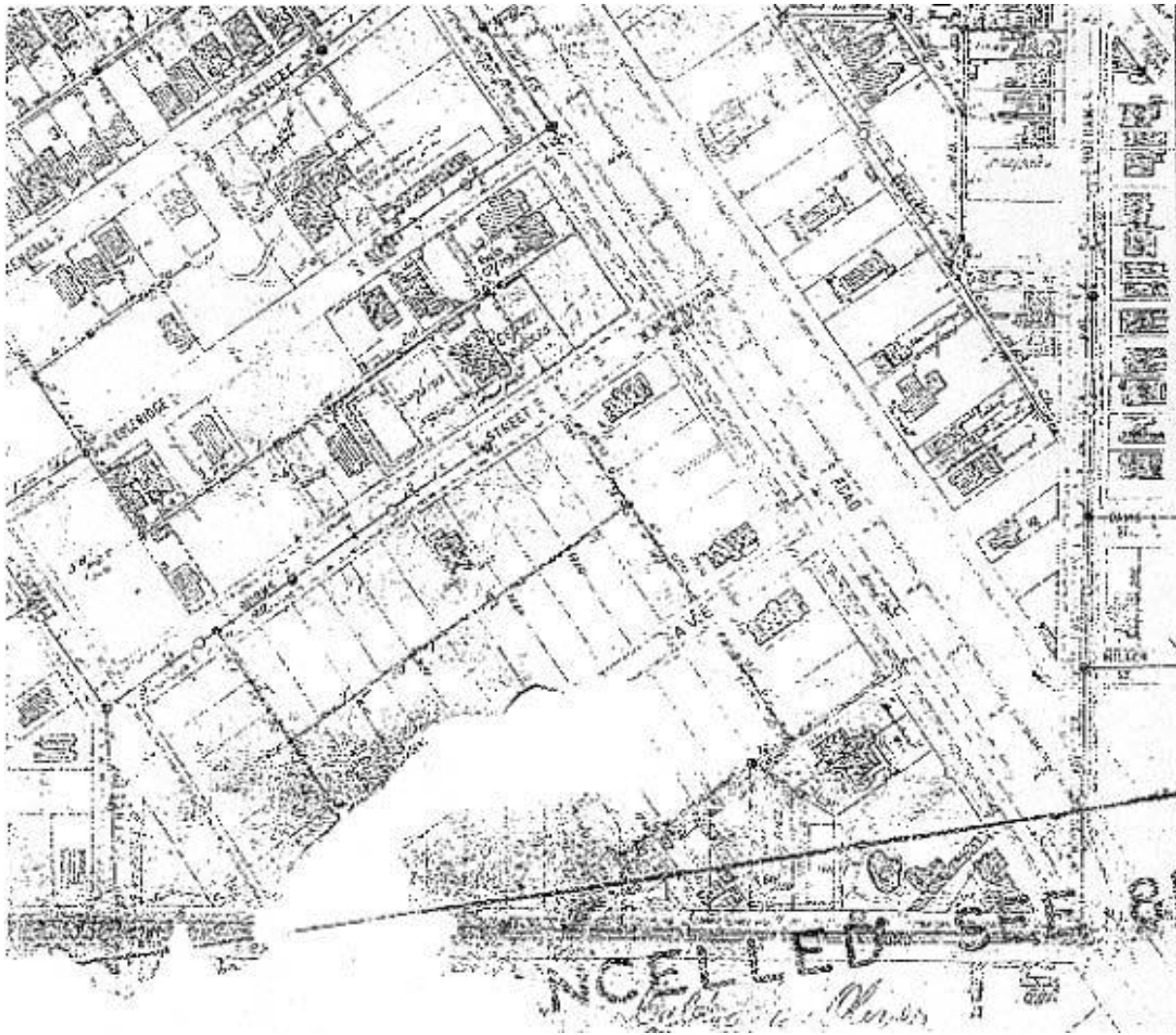
*F. L. FLINT - DALLEY & LENNON* Auctioneers in Conjunction.

**Figure 6.16-3 – Auctioneers’ poster for land facing Brighton Road capitalizing on the prospect of tramway and railway services being extended south from existing termini, (pre 1906).**

Source: SLV: Vale Collection.



**Figure 6.16–4 – An extract from J.E.S. Vardy’s survey plan of 1873 showing the absence of development in the vicinity of the Brighton Road/Glen Huntly Roads corner.**



**Figure 6.16-5 – Extract from MMBW litho no. 48 showing the extent of development shortly after the opening of the Victorian Railways electric tramway service to the west in 1906.**



**Figure 6.16–6 – 1960 view in Glen Huntly Road at Tennyson Street showing the Point Ormond tramway, closed later that year, and inter-war period bungalows, since altered, facing the park.**

Source: Andrew Ward

#### **6.16.4 Statement of Significance**

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

It is aesthetically significant on account of its tree lined residential streets and Inter war house forms showing Arts and Crafts influence and which together demonstrate residential planning practices in middle class areas during the early years of the Garden Suburb Movement in Australia. This significance is enhanced by the stylistic diversity of the houses which include representative Californian Bungalows and bungalows and Federation period villas having exceptional Arts and Crafts details. Less prominent but valuable contributors to the aesthetic values of the area include the Elsternwick hotel and “Broadhinton” and the Moderne apartment developments of the 1930s. The aesthetic values of the Area are strengthened by its intact state.

#### **6.16.5 Recommendations**

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

#### **6.16.6 Assessment**

Andrew Ward, August, 2000



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## 6.17 Swallow Street (Port Melbourne) - Ho382

### Existing Designations:

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

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### 6.17.1 Description

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

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

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



**Figure 6.17–1 – Swallow Street, Port Melbourne**

### 6.17.2 History

Swallow Street was among one of the last areas west of the railway to be developed, before the construction of Garden City estate in the 1920s. Following construction of the railway in 1854, the

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foreshore area to the west was subdivided into 157 allotments in 1866 and the present line of Swallow Street was surveyed.

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

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

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

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

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

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

### 6.17.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

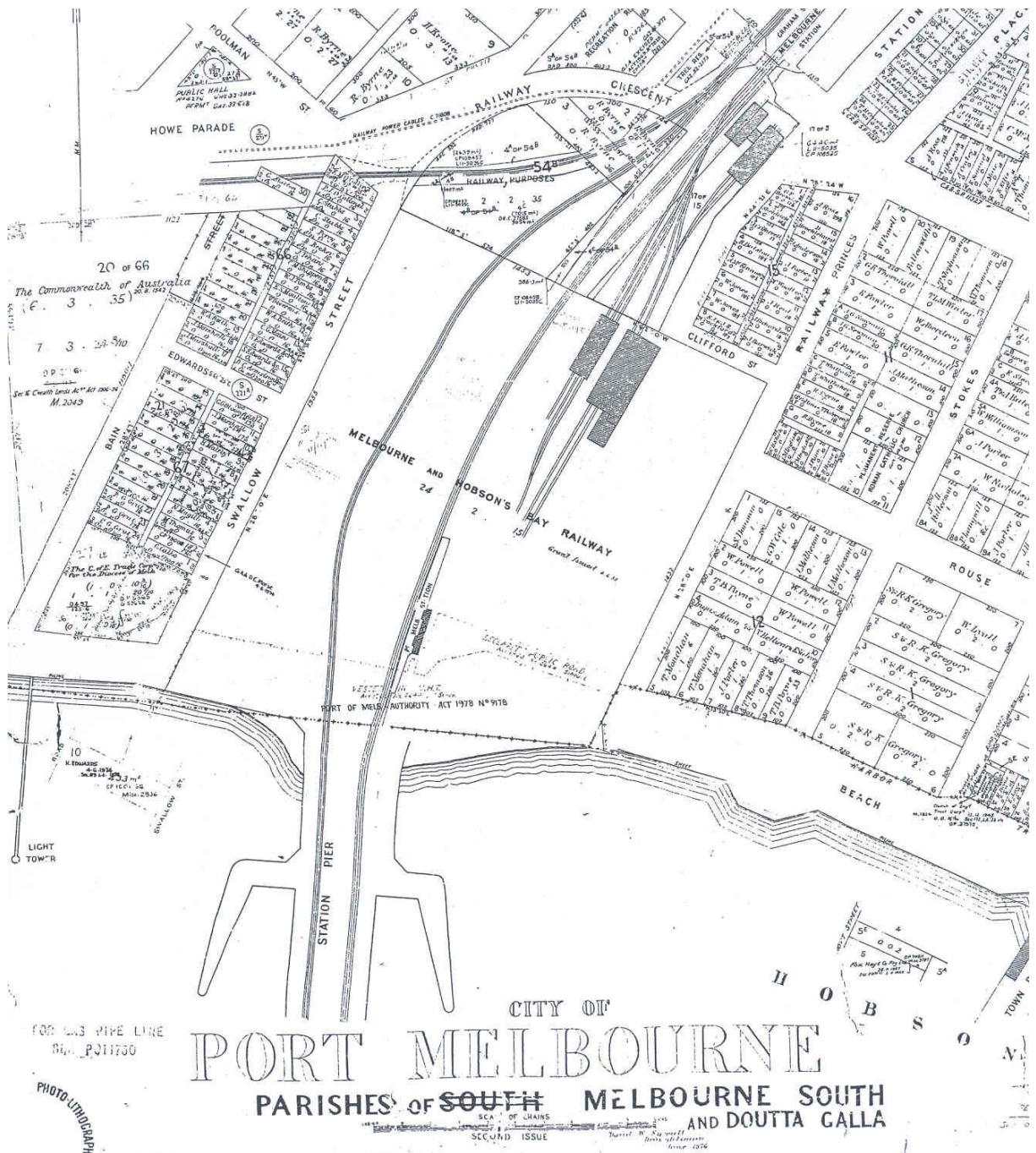


Figure 6.17-2 – City of Port Melbourne, Parish Map 1876



**Figure 6.17-3 – Port Melbourne foreshore, including the Mission to Seamen Building and Swallow St**



**Figure 6.17-4 – The site of the former railway yards with Swallow Street, Port Melbourne in the background.**

#### 6.17.4 Comparative Analysis

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

#### 6.17.5 Statement of Significance

##### What is Significant?

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

##### How is It Significant?

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

##### Why is It Significant?

Historically, Swallow Street is important as a distinct residential subdivision that has always been physically detached from other residential areas in Port Melbourne, further detached by the construction of the railway line to Princess Pier. This is still expressed by its contrast with the surrounding new residential development.

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The subdivision represents the significant growth in the locality during the Edwardian-era transport boom within Port Melbourne.

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

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

### 6.17.6 References

1. Butler, G, Port Phillip Heritage Review, 2001: Swallow Street Victorian & Edwardian-era residential precinct;
2. Butler, G: 2001, cites;
3. C. Baum 1987 in 'The Age' 24/2/1987: 21;
4. The Age, 7/10/1986, "The Battle for Swallow Street"
5. Land Victoria aerial views 1945;
6. MMBW Record Plans;
7. Municipal Rate Books;
8. Panel Report, Amendment C5;
9. Pat Grainger, Port Melbourne Historical Society;
10. Port Melbourne Conservation Study Review, Allom Lovell and Associates, Jan 1995
11. Reed, HG 1892 'Port Melbourne' survey plan S221R (SLV);
12. Sands & McDougall's Directory of Victoria, 1952: 729;
13. Uren & Turnbull, 1983, 'A History of Port Melbourne' MUP
14. 'Who's Who in Australia' (WWA) 1993; 1380 Olive Zakharov entry, lives Elsternwick
15. (Resident of Swallow Street believes that 23 (rear of 23A) is thought to have been the area's first Customs House.)
16. G Butler, Port Phillip Heritage Review, 2001:Swallow St Victorian and Edwardian era residential precinct
17. G Butler, 2001, Cites

### 6.17.7 Recommendations

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

### 6.17.8 Assessment

Graeme Butler & Associates and City of Port Phillip, June 2004

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## 6.18 Chusan Street (East St Kilda) - Ho385

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	Nil

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### 6.18.1 Description

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

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

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

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

### 6.18.2 History

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

The ensuing eighteen months evidently saw much building activity in Chusan Street, with the rate book for 1887-88 (dated December 1887) listing twelve new houses, which effectively filled out the entire street from Nos 1 to 37. The new occupants included William Connell, painter, at No 13; Arthur Feiman, carter, at No 17, Joseph Fairey, bricklayer, at No 21; John Lezona, carpenter, at No 33, and Thomas Stephenson, painter, at No 37. Most of the residents were tenants, with only about one third

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being owneroccupants. At this time, all properties were rated as three-roomed timber houses, all with a net annual value of £22 except for Nos 21 and 25 (NAV £24).

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

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

### 6.18.3 References

1. MMBW Plan No 45 (c.1903)
2. St Kilda Rate Books, 1884 to 1900. PROV.
3. Sands and McDougall Directory , 1885 onwards.

### 6.18.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.18.5 Comparative Analysis

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

This housing typology, however, became much less common east of the railway line. Inspection of MMBW plans No 45 and 47 shows that, at the turn of the century, there were comparable rows of single-fronted timber workers’ cottages in Young Street, Jervois Street, King Street and Leslie Street, as well as Chusan Street. These streetscapes survive today in various states of intactness. Many of the cottages in Jervois Street and Young Street, for example, have been demolished for inter-war and post-war developments, and those few which remain have, for the most part, been unsympathetically altered. The seven cottages at the northern end of King Street still remain as a cohesive row, but are still far less intact than their counterparts in Chusan Street. In Leslie Street, there has also been considerable post-war redevelopment, although a row of relatively intact six single-fronted timber cottages survives at Nos 13 to 23. This streetscape, however, is less cohesive than Chusan Street, where only two of the seventeen properties in the street are non-contributory.



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Not only is Chusan Street the most cohesive amongst the remaining rows of modest nineteenth worker's housing in East St Kilda, but it is also the most easterly example of this typology in the entire municipality. The MMBW maps, prepared around the turn of the century, indicate that nineteenth century residential settlement, in general, was much sparser to the east of Hotham Street, and was limited to large mansions estates and some small pockets of detached Boom-period villas in brick and timber.

### 6.18.6 Statement of Significance

#### What is Significant?

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

#### How is It Significant?

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

#### Why is It Significant?

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

### 6.18.7 Recommendations

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

### 6.18.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.

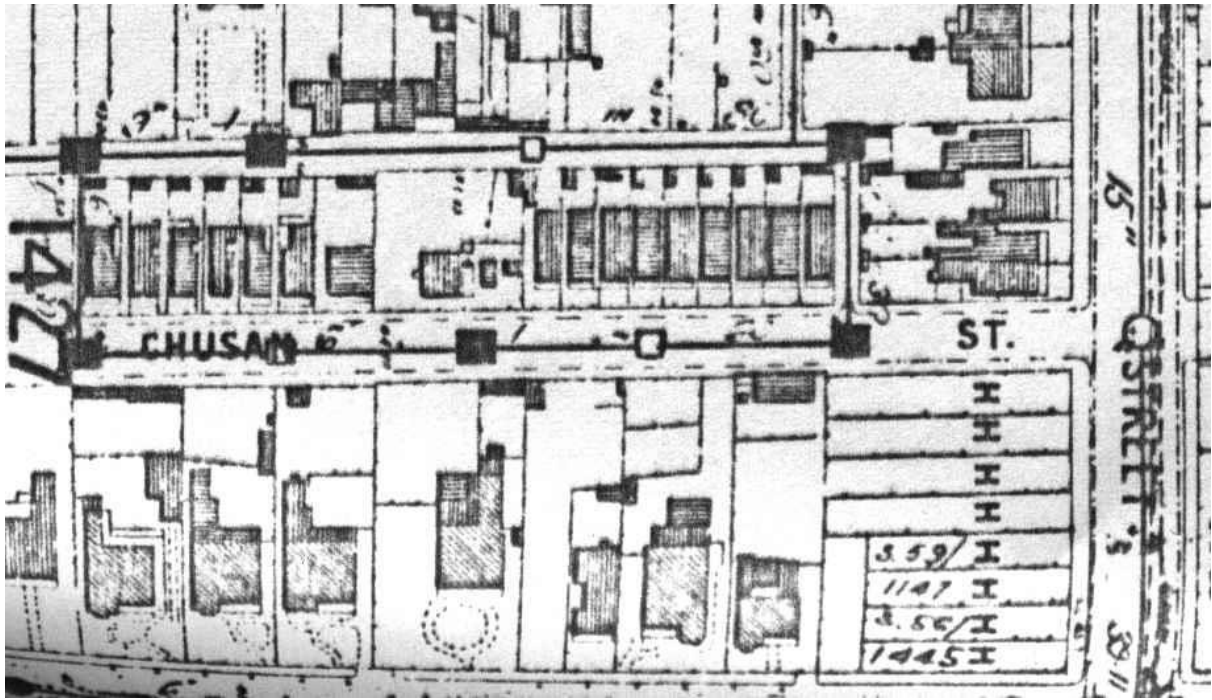


Figure 6.18-1 – MMBW Plan No 46 (c.1903) showing fully-developed Chusan Street



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



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



**Figure 6.18–4 – Edwardian house at No.5 Chusan Street (1905)**



**Figure 6.18–5 – Double fronted house at No 25 Chusan Street, East St Kilda**

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## 6.19 Godfrey Avenue/Raglan Street (East St Kilda) - Ho386

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.19.1 Description

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

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

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

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

### 6.19.2 History

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

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

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

### 6.19.3 References

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

### 6.19.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.19.5 Comparative Analysis

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

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

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

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

### 6.19.6 Statement of Significance

#### What is Significant?

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

#### How is It Significant?

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

#### Why is It Significant?

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

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

### 6.19.7 Recommendations

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

### 6.19.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.



**Figure 6.19-1 – North side of Godfrey Avenue**





**Figure 6.19-2 – South side of Godfrey Avenue**



**Figure 6.19-3 – Typical semi-detached pair**



**Figure 6.19-4 – Weatherboard House at No. 2**



**Figure 6.19-5 – Edwardian pair, 17 – 19 Raglan Street**

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## 6.20 Hammerdale Avenue (East St Kilda) - Ho387

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.20.1 Description

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

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

### 6.20.2 History

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

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

The mansion was subsequently converted into the Hammerdale Guest House, which remained in operation for several decades. The adjacent vacant land, meanwhile, was auctioned 'practically without reserve on remarkably eager terms'; it was duly noted that the allotments were already fully landscaped with lawns, palms and shrubbery 'and need not be interfered with – a great saving to purchasers'. One

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prominent landscape element was a large tree, retained in what became the back yard of the house at No 7.

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

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

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

### 6.20.3 References

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

### 6.20.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.20.5 Comparative Analysis

Within the City of Port Phillip, Hammerdale Avenue is most comparable with much of the suburb of Elwood, to the west of Brighton Road. Here, there are many streets that exhibit a similar mix of inter-war housing: single-storey dwellings (detached houses and semi-detached pairs) and double-storey dwellings (duplexes and blocks of flats) in a palette of styles including California Bungalow, Tudor Revival, Spanish Mission, Georgian Revival and Moderne. These parts of Elwood include much of Mitford Street, Ruskin Street, Broadway, Goldsmith Street and elsewhere, where the inter-war houses typically survive with varying degrees of individual intactness, and the occasional (or frequent) intrusion

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of multi-storey blocks built in the 1960s and '70s, along with townhouses or apartment blocks of much more recent origin. Some retain original front fences, but many also do not.

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

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

### 6.20.6 Statement of Significance

#### What is Significant?

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

#### How is It Significant?

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

#### Why is It Significant?

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

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

### 6.20.7 Recommendations

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

### 6.20.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.

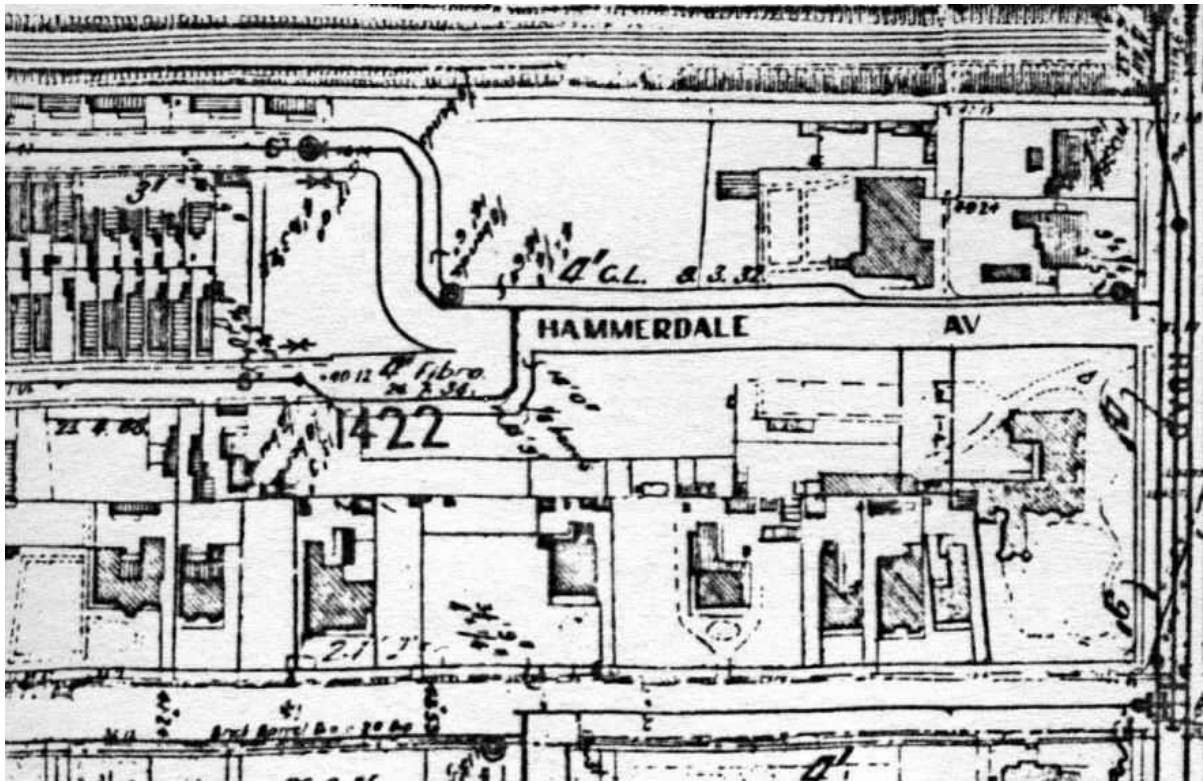


Figure 6.20-1 – MMBW Plan No 46 (c.1903) showing former Hammerdale estate

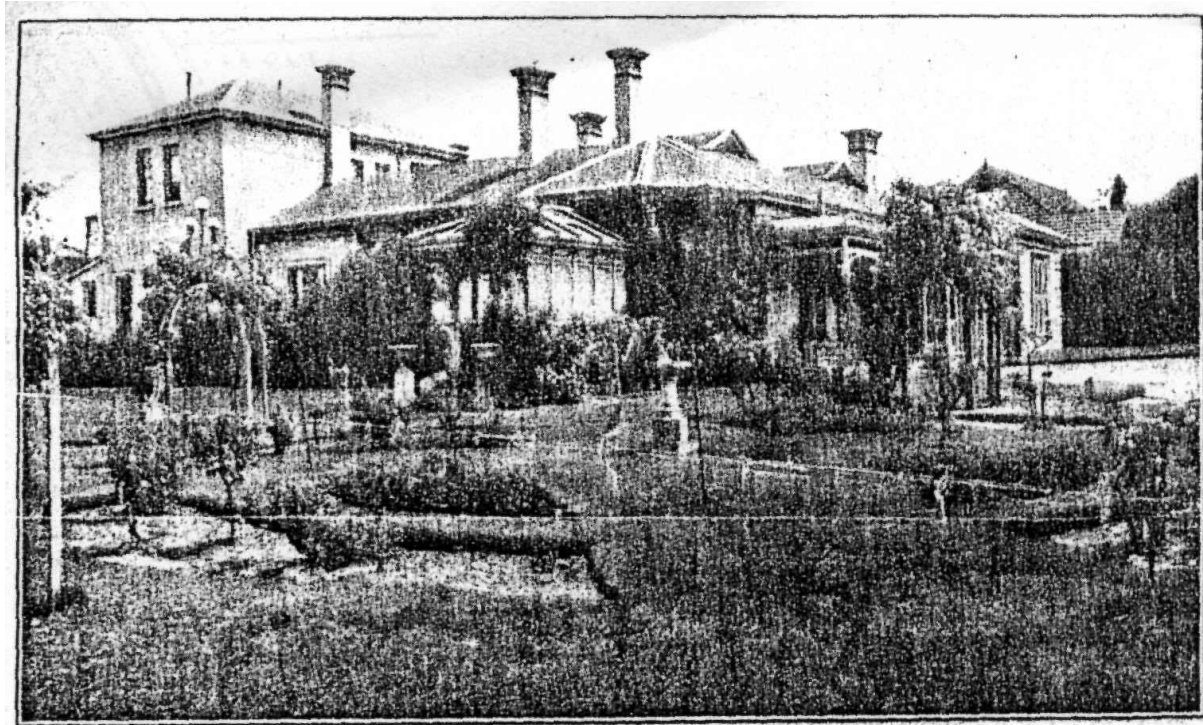


Figure 6.20-2 – Hammerdale (c.1868), home of prominent Melbourne auctioneer H M C Gemmell



**Figure 6.20-3 – Hamerdale Avenue prior to subdivision (from auction flyer, December 1925)**



**Figure 6.20-4 – II – IIa Hammerdale Avenue, East St Kilda (1932)**



**Figure 6.20-5 – Triple garage at No 17 Hammerdale Avenue, East St Kilda (c.1933)**





**Figure 6.20–6 – Moderne duplex at No 18 Hammerdale Avenue, East St Kilda (1939)**



**Figure 6.20–7 – Detached bungalow at No 9 Hammerdale Avenue, East St Kilda (1933)**



**Figure 6.20–8 – Double storey flats at Nos 4 and 6 Hammerdale Avenue, East St Kilda**

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## 6.21 Holroyd Court (East St Kilda) - Ho388

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

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### 6.21.1 Description

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

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

### 6.21.2 History

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

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

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

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### 6.21.3 References

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

### 6.21.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.21.5 Comparative Analysis

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

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

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

### 6.21.6 Statement of Significance

#### What is Significant?

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

#### How is It Significant?

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

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## Why is It Significant?

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

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

### 6.21.7 Recommendations

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

### 6.21.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.

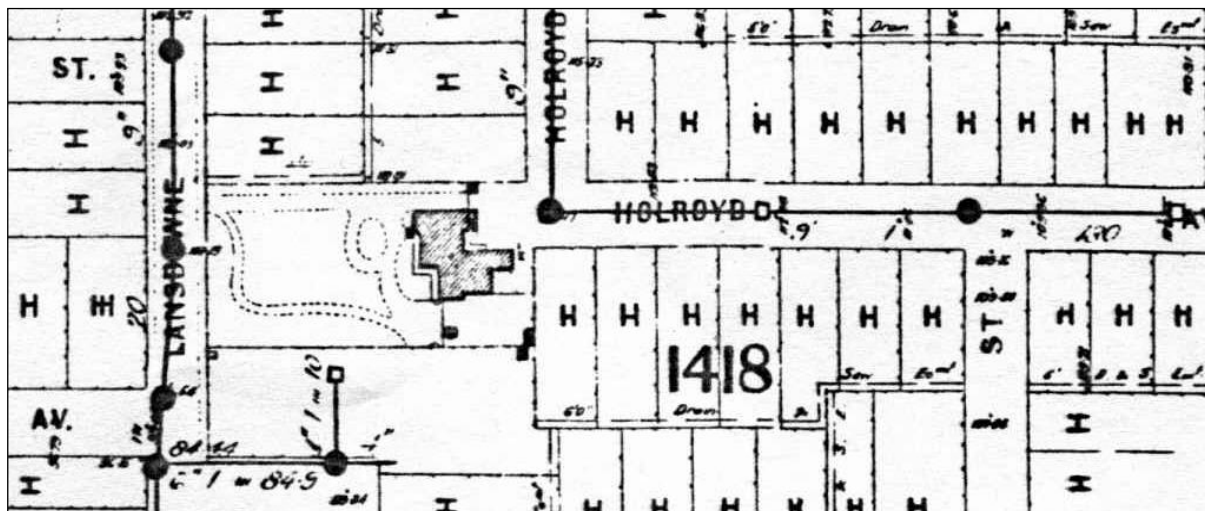


Figure 6.21-1 – Detail of MMBW Plan (c.1903) showing Fernacres estate on site of Holroyd Court



**Figure 6.21-2 – General view of Holroyd Court**



**Figure 6.21-3 – Flats, No 1 Holroyd Court (c.1938)**



**Figure 6.21-4 – Duplex, 2 – 3 Holroyd Court (1938)**



**Figure 6.21-5 – Duplex, 4 – 5 Holroyd Court (1939)**



**Figure 6.21–6 – Flats, 6-7 Holroyd Court (c.1939)**



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## 6.22 Kalymna Grove/Inkerman Street (East St Kilda) - Ho389

### Existing Designations:

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

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### 6.22.1 Description

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

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

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

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

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

### 6.22.2 History

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

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

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

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

### 6.22.3 References

1. Lodged Plan No 6638, declared 12 September 1914.
2. MMBW Plan No 45 (c.1903)
3. Sands and McDougall Directory. 1916 onwards.

### 6.22.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.22.5 Comparative Analysis

There are several comparable streetscapes of early twentieth century houses in the Queen Anne Revival style. The Port Phillip Heritage Review identifies Lambeth Place, St Kilda East (part of HO6, the St Kilda East precinct) as having ‘distinctive environmental character as a result principally of the row of Edwardian semidetached houses’. While comparable to Kalymna Grove/Inkerman Street in date and broad style, these houses are otherwise quite different in form, being paired single-fronted terraces in the Victorian manner. There are no houses of this type in Kalymna Grove/Inkerman Street, where the comparable brick houses are either asymmetrical semidetached pairs, or asymmetrical detached dwellings.

Comparable rows of semi-detached Edwardian housing also exists in Hawsleigh Avenue, St Kilda East (part of HO316 (the Carlisle Street (East) precinct), in Glenmark Street, St Kilda, and in Godfrey Avenue, East St Kilda. The last of these (qv) is by far the best example, with cohesive and intact rows of such housing along both sides of the street. Glenmark Street has comparable 1910s housing in both sides of the street, but the individual houses are in notably less intact condition, while Hawsleigh

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Avenue, on the other hand, has largely intact houses, but (like Lambeth Place) these are restricted to only one side of the street.

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

### 6.22.6 Statement of Significance

#### What is Significant?

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

#### How is it Significant

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

#### Why is It Significant?

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

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

### 6.22.7 Recommendations

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

### 6.22.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.



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



**Figure 6.22-2 – Semi-detached pairs - Inkerman Street, east St Kilda**



**Figure 6.22-3 – 366 – 368 Inkerman Street, East St Kilda - note garage**



**Figure 6.22-4 – Weatherboard House at No.6 Kalymna Grove, East St Kilda**



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



**Figure 6.22–6 – Bungalow-style house at No. 8 Kalymna Grove, East St Kilda**

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## 6.23 Mooltan Avenue (East St Kilda) - Ho390

Existing Designations:	
Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	Nil

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### 6.23.1 Description

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

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

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

### 6.23.2 History

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

These tennis courts were evidently subdivided in 1928, when Mooltan Avenue was extended further east to create another eight new residential allotments. These were developed even more rapidly than those released in 1922. The directory for 1928 includes ‘three houses being built’ on the north side (evidently Nos 10, 12 and 14) and a ‘house being built’ on the south. The following year identified the new residents as N J Fairless (No 10), Frank Ayre (No 12) and Edward Brougham (No 14), plus two new ‘vacant’ houses at Nos 13 and 16, and two new occupied houses at Nos 9 and 11, occupied by Mrs A Drummond and W H Taylor. The last house, located at the extreme eastern end of the cul-de-sac, appeared in 1930.

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The new housing in Mooltan Avenue was clearly geared towards the comfortable middleclass professional gent, and electoral rolls reveal that the original residents were defiantly white collar, and included Herbert Larkin, company director, at No 16; William Taylor, manufacturer, at No 11; Norman Fairless, superintendent, at No 10; and Frank Ayre, manufacturer, at No 12.

### 6.23.3 References

1. Lodged Plans No 8866, declared 16 June 1922; No 12721, declared 17 October 1928.
2. MMBW Plan No 46 (c.1903)
3. Sands and McDougall Directory (various).

### 6.23.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.23.5 Comparative Analysis

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

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

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

### 6.23.6 Statement of Significance

#### What is Significant

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



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## How is It Significant?

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

## Why is It Significant?

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

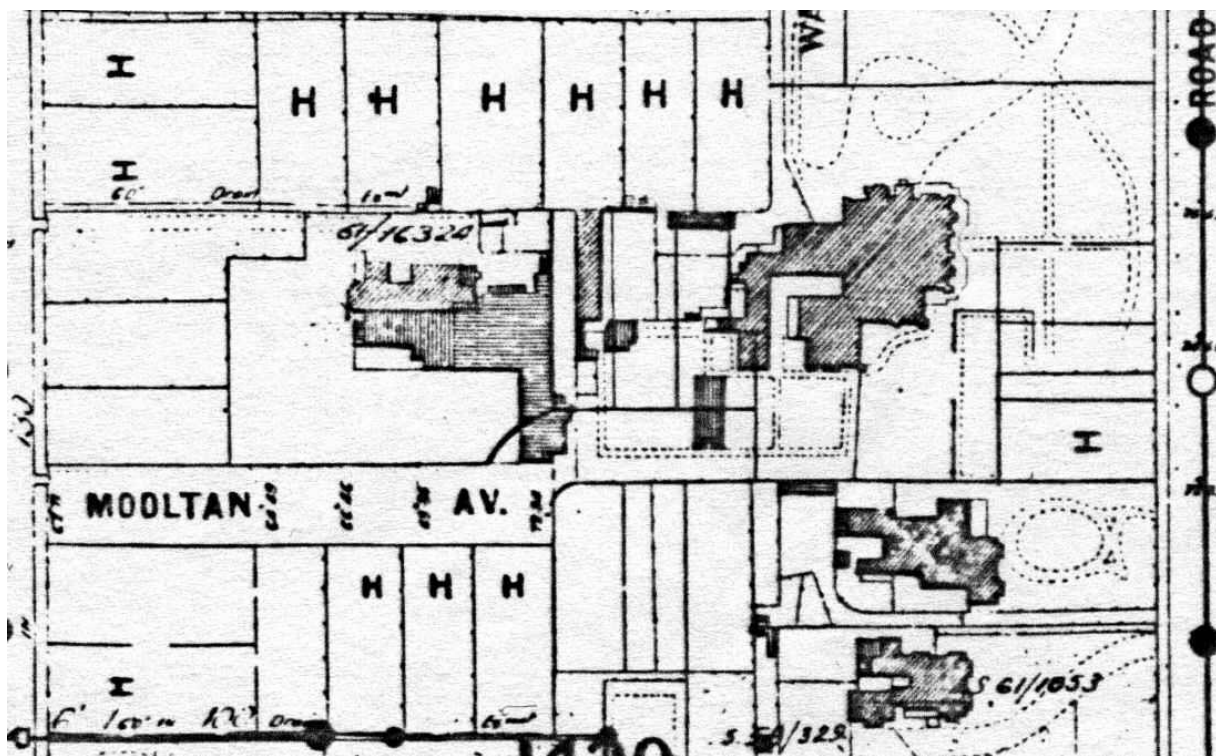
Aesthetically, the eastern portion of Mooltan Avenue represents a fine and intact streetscape of Spanish Mission housing, characterised by rendered walls, tiled rooves, arcaded porches and curved parapets. Although differing somewhat in their individual decorative detailing, the houses display notable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

### 6.23.7 Recommendations

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

### 6.23.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.



**Figure 6.23–1 – MMBW Map (c.1903) showing Victorian estates from which Mooltan Ave was formed**



**Figure 6.23-2 – South side of Mooltan Avenue, East St Kilda**



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



**Figure 6.23-4 – House at Mooltan Avenue (1928)**



**Figure 6.23-5 – Detail of 1920s concrete lamp**

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## 6.24 St Kilda East: Murchison Street & Wavenhoe Avenue - HO391

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**.

### 6.24.1 Thematic Context

#### Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs, 6.7 Making homes for Victorians

#### Port Phillip thematic environmental history

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

8. Ways of life: 8.3 St Kilda

### 6.24.2 History

By the end of the development boom of the late nineteenth century suburban development in St Kilda East had advanced as far as Hotham Street. However, land to the east of Hotham Street on either side of Alma Road remained sparsely settled and contained only a handful of villas and mansions on large allotments. On the north side of Alma Road between Alexandra Street and

Lansdowne Road there was 'Shirley' and 'Treceare', while on the south side between Hotham Street and Alexandra Street there was '**Yanakie**' and '**Holmwood**', followed by 'Cumloden' and 'Hereford' between Alexandra Street and 'Pine Hill Grove' (now the south section of Lansdowne Road).

'Yanakie' was built in 1869 for William W. Couche. The mansion was situated on allotment 160A that J. Clark had purchased just a few years before at the Crown Land sales. Immediately to the east at the corner of Mort (now Alexandra) Street was the St Kilda Pound. Following its closure in 1874 the land was sold to Edward Fanning who in 1884 erected 'Holmwood' as his residence.

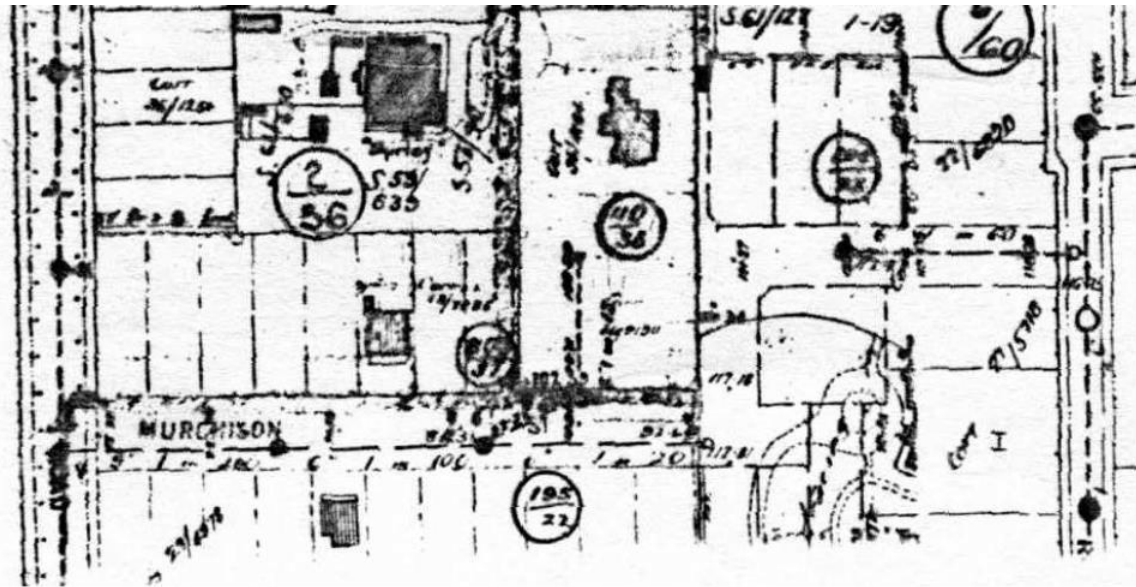
The economic depression of the 1890s halted development and there was almost no increase in St Kilda's population in the decade from 1891 to 1901. However, as development recovered in the early twentieth century St Kilda began to grow rapidly and whole new streets of neat brick cottages and villas appeared as the population almost doubled between 1901 and 1921 rising from 20,500 to 38,500.

In the first decade of the twentieth century, however, most of the new development was confined to the more established areas west of Hotham Street and MMBW plans (see Figure 6.24-1) show the limited development in this area at the turn of the twentieth century. At this time, Murchison Street was a short, dead end road off Alexandra Street, containing two modest weatherboard houses – one on the north side (no.12) and another on the south (no.9) - plus a larger house on the north side, set back on a huge allotment ('**Pine Nook**', now 22 Shirley Grove) with the 'Treceare' mansion at the eastern end. Wavenhoe Avenue and Mooltan Avenue did not yet exist.

Closer settlement of this area only commenced after the opening in 1911 of the electric tram along Dandenong Road and over the next two decades all of the nineteenth century mansion estates in this area would be progressively subdivided to meet the demand for new housing.

Development began slowly at first. The Sands & McDougall Directory for 1915 listed only two entries in the part of Alma Road between Hotham Street and Lansdowne Road – the former

'Yanakie' mansion, then occupied by Mrs M.W. Caulfield, and St John's College (with Reverend Dean R. Stephen as its warden), a private school that occupied the former 'Cumloiden' mansion on the south side of the road. By the following year the directory listed four new houses on the south side, between Alexandra Street and St John's College and in 1918, two more houses had appeared alongside, and subdivision of the surrounding property began soon after. In 1919, land between Alma Road and Murchison Street was carved up to create 18 allotments; this was followed, a year later, by the subdivision of the north side of Murchison Street, creating eight more allotments.



**Figure 6.24-1 - MMBW Map (c.1903) showing Murchison Street - note early houses on each side**

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

Further subdivision had taken place during 1923 with the final subdivision of the 'Treceare' estate, which created new allotments fronting the north side of Alma Road, the west side of Lansdowne Road, and the dogleg eastern extension of Murchison Street. That same year, five new allotments were formed out of a large block on the south corner of Murchison and Alexandra streets. Further subdivision of the south side of Alma Road took place during 1920 when the 'Cumloiden' estate was subdivided creating Wilgah Street and lots and along Alma Road and in 1924 in the form of the 27-lot subdivision of the 'Hereford' estate that extended down Lansdowne Road to Kurrajong Street, included five lots fronting Alma Road (now nos. 203-211).

The release of this land prompted a minor development boom in the mid to late 1920s. The directory for 1925 listed two new houses on the north side of Murchison Street and eight on the south side (including "two houses being built" at nos. 21 and 23), plus three new houses on Lansdowne Street (nos. 18, 20 and 22), around the Murchison Street intersection. Several other houses were built at the east end of the street in the late 1920s, including nos. 22 and 24 (c.1925) and 25, 27 and 29 (c.1926). The last of these, a particularly conspicuous attic bungalow later

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known as 'Coonong Flats', was built (and presumably designed) by architect David Webb as his own home.

Amongst the other early residents of Murchison Street were butcher James Bostock (no.4), manufacturers Wilfrid and Stephen Arnall (nos. 10 and 12) ledgerkeeper Hubert Hoare (no.14), and Albert Jacka (no.23), described in electoral rolls as a merchant, but better known locally as the first Australian recipient of the Victoria Cross and, later, Mayor of St Kilda.

During this time, the development of the contiguous portion of Alma Road was largely restricted to the north side of the street: there were nine occupied houses (nos. 160-170 and 176-80) in the 1924 directory, plus two more under construction (nos. 186-88). The following year, another 'two houses being built' were recorded at Nos 172-74. The land on the south side of Alma Road, between Wilgah Street and Lansdowne Road, remained entirely undeveloped until 1925, when Mr Earnest Flatman built his residence at **no. 207**. Designed by architects, Schreiber & Jorgensen, this was a large attic bungalow with a two car garage and billiard room above at the rear. In the same year the directory also recorded 'two houses being built' (now nos. 209 and 211). These were promptly followed, a year later, by 'three houses being built' at nos. 199-203, and 'two vacant houses' at Nos. 195-97.

The few remaining vacant allotments in Murchison Street were built on during the 1930s, including those houses at nos. 11/11a (c.1936), and the Tudor Revival-style house at no.24 (1933), which was designed by architect, James H. Wardrop for D.S. Mence. The last major phase of development was the subdivision of the large block of land on the northwest corner of the Murchison Street dog-leg, which was formerly part of the extensive grounds of '**Pine Nook**'. This piece of land was initially acquired by builder Reginald Callender in 1937, and subsequently sold to one Spencer Hume Jackson, an investor, in August of that year. The Sands & McDougall Directory for 1939 records 'three houses being built' on the site; this actually comprised two blocks of flats (no.16a and 'Frances Court' at no.18) and a duplex, 'Belmore', at no.18a, which was designed by the architect Stuart Hall. The designer of the other buildings has not yet been established, although 'Frances Court' is stylistically very similar to several blocks of flats in Elwood designed by Henry Berry.

Meanwhile, to the south of Alma Road 'Yanakie' passed through several hands and by the early twentieth century had been renamed as 'Wavenhoe'. The mansion and its grounds were sold late in 1921 and in early 1922 the property was subdivided to create lots facing Wavenhoe Avenue and along the east side of Hotham Street, with the mansion itself retained on a larger allotment. This was part of a larger subdivision that also included part of the 'Mooltan' estate, immediately to the south. Allotments in the combined subdivision were offered for sale in February 1922 and the sale notice advised:

*It is practically impossible to obtain villa home sites in this favoured locality. The 'Wavenhoe' and 'Mooltan' estates afford this opportunity. The position is unique, and the allotments have fine frontages and depths and are well drained. The Dandenong-road electric trams to the Windsor station are within a few minutes walk.*

This subdivision created the east-west section of Wavenhoe Avenue, leading off Hotham Street. The north south section, off Alma Road was created c.1927 following the sale and subdivision of the 'Fairholm' (former 'Holmwood') estate.

The first three houses in Wavenhoe Avenue were built in 1922 and by 1929 only one lot remained vacant. By this time the 'Wavenhoe' mansion had been converted to flats. The final house at no.5 was constructed in 1932. Most of the houses were bungalows designed by the builders who constructed them. An exception was the house at 1 Wavenhoe Avenue, built in 1924, which was designed by the prominent architect, Marcus Martin.

Along the east side of Hotham Street, the lots within the 'Wavenhoe' and 'Mooltan' subdivisions were mostly built on during the mid-late 1920s. The houses at nos. 34 to 38 were built by 1925, and the house at **no.42** by 1927. Also built in 1927 were the '**Wavenhoe Court**' Flats at no.32,

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which were designed by Dunstan Reynolds & Partners. The houses at 40 and 44 were built by 1930. The final allotment at the southwest corner of Alma Road remained vacant until 1935 when a duplex was built on the corner (28-30 Hotham Street). A second duplex was built immediately behind at 157-59 Alma Road by 1940.

The last addition to the precinct before the end of the Second World War was the erection of a large block of clinker brick flats at 205 Alma Road, which first appeared in the 1941 directory as the 'Somerset Flats'.

Few significant changes were made within the precinct in the post-war period. In the mid-1950s, the occupants of 4 Murchison Street engaged Dr Ernest Fooks, noted émigré architect, to make some changes to their house, although this appears to have consisted of some new built-in furniture. The only entirely new houses to be built included a brick villa at 9 Murchison Street, erected for Samuel Leneman around 1965, on the site of what was one of the oldest two houses in the street and two houses facing Wavenhoe Avenue (nos. 2 & 4) within the grounds of the mansion. A few years later, a large multi-storey block of flats was erected at 203 Alma Road, on the site of an earlier house that had been built c.1925.

## References

Edquist, Harriet, information about Dr. Ernest Fooks.

Grow, Robin and David Thompson, Art Deco Society, Inc.

Land Victoria (LV1), Lodged Plans No 7777 (29 March 1919), No 7875 (24 June 1920), No 9224 (27 February 1923), No 9366 (7 June 1923) and 10155 (15 July 1924)

Land Victoria (LV2) Certificates of title Vol. 5460 Fol. 821 and Vol. 5529 Fol. 619 ('Fairholm' subdivision)

Melbourne & Metropolitan Board of Works (MMBW) Plan No 46 (c.1903) and Detail Plans nos. 1410 (1900), 1419 (1900), 1420 (1900)

St Kilda Council building permit records  
(various) Sands and McDougall Directory (SM)

### 6.24.3 Description

This precinct comprises Edwardian and inter-war residential subdivisions created in the grounds of nineteenth century mansion estates on either side of Alma Road between Hotham Street and Lansdowne Road. Two of the mansions – the former 'Holmwood' (later 'Fairholm') and 'Yanakie' (later 'Wavenhoe') – survive today at 61 Alexandra Street and 161 Alma Road, respectively (for a description of these places, please refer to the individual citations), while the other mansions are remembered in street names ('Mooltan') and some of the odd street layouts that were built around the mansion allotments (e.g. east end of Murchison Street).

Murchison Street is a of somewhat unusual dog-leg form, a result of its original subdivision occurring in discrete phases between 1919 and 1923. The street, which slopes down from east to west, has bluestone gutters and broad nature strips with mature plantings of London Plane trees (*Platanus x acerifolia*). There are also bluestone gutters in Alexandra Street, Lansdowne Road and Wavenhoe Avenue. The streetscape of Wavenhoe Avenue is also enhanced by semi-mature street trees (*Liquidambar styraciflua*). Overall, the streetscapes, particularly in Murchison Street and Wavenhoe Avenue, are highly intact and the houses are often complemented by original front

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fences in the form of low masonry walls – red brick, clinker brick, often roughcast or smooth-rendered, and some with capped piers. A particularly distinctive rendered fence, imitating rock-faced rustication, extends along the street boundaries of 25 and 27 Murchison Street, while the large Flowering Gum in the front garden of no.27 remains as a conspicuous element at the focus of Murchison Street.

Apart from the two mansions, the oldest houses in the precinct include an Edwardian house at 12 Murchison Street, and a line of brick houses, in the Queen Anne Revival style, at 183-193 Alma Road. These houses are asymmetrical in plan, constructed of brick with rendered detail, and hip and gable terracotta tiled roofs with ridge capping and finials and half-timbering or shingles to the gable ends. Windows are timber-framed casements with coloured top lights and the verandahs and porches are embellished with timber fretwork. Chimneys of are corbelled brick or brick with roughcast render and terracotta pots.

Otherwise, most of the houses in the precinct are in the prevailing bungalow idiom of the 1920s, although there are representative examples of later interwar styles including Old English/Tudor Revival, Georgian Revival, Mediterranean and Moderne. There are only four post-war buildings in the entire precinct: a detached brick veneer villa at 9 Murchison Street, a multi-storey block of flats at 203 Alma Road, and houses at 2 & 4 Wavenhoe Avenue.

The streetscapes are relatively cohesive in scale; most of the interwar houses are single storeyed, although there are also quite a few larger bungalows with prominent attic storeys (e.g., 36 Hotham St, 22 Lansdowne Rd, 10, 29 Murchison St, 174, 176, 188 Alma Rd and, most notably, the group of attic bungalows at 207, 209 & 211 Alma Rd) and one double-storey house at 20 Lansdowne Road. There are three double-storey duplexes (16a, 18, 18a Murchison St), double-storey flats at 32 Hotham Street and 26A Lansdowne Street, and a three-storey block of flats 205 Alma Road, all built in the mid-late 1930s or early 1940s. With the exception of these and some semi-detached houses at 157-159 & 191-195 Alma Road, 30-32 Hotham Street, 11-11a Murchison Street and 2-4 Mooltan Ave, dwellings in the precinct are in the form of detached houses.

Aside from a few weatherboard houses (e.g., 6 and 7 Murchison Street), all houses are of masonry construction – mostly face red brick, some with tuckpointing, and most further embellished with clinker or tapestry brick trim, smooth or roughcast rendered stringcourses, banding or door and window surrounds. A number of houses in Alma Road and Wavenhoe Avenue are fully rendered, while those at 69 to 77 Alexandra Street have brick walls to dado height and render above; some of the original brick houses have also been painted. One, at 172 Alma Road, bears the name of the house, Montreal, in raised rendered lettering. Roof forms are picturesque, and include various permutations of hipped, gabled and gambrel roofs, clad mostly in Marseilles-pattern terracotta tiles, or, in a few cases, cement tiles. Some roofs have been reclad with modern glazed tiles. All houses and flats have prominent chimneys in brick and/or render.

The 1920s bungalows are mostly double-fronted and asymmetrical in composition, with projecting gabled or flat porches to one side; a few (e.g. 12 Murchison St, 36 Hotham St, 9 Wavenhoe Ave) have symmetrical facades, with central porches or verandahs. The house at 36 Hotham Street is notable for the distinctive façade comprising an attic gable framed by chimneys on either side above the centrally placed entrance flanked by octagonal windows. There is considerable variety amongst porch detailing, including those with square brick piers, (e.g., 201 Alma Rd; 69 Alexandra St; 7, 8, 13, 17 Murchison St; 36 Hotham St; 164, 182 Alma Road), buttress-like elements (e.g., 23 Murchison St,

160, 201 Alma Rd; 8, 13, 19 Wavenhoe Ave), paired columns on brick piers (e.g. 21 Wavenhoe Ave),

or the ubiquitous roughcast tapered pillars (e.g., 211 Alma Rd; 44 Hotham St; 10, 15, 16, 19 Murchison St; 9, 10 Wavenhoe Ave). Gable ends are invariably infilled with timber shingles (e.g., 164, 166, 168, 180, 184 Alma Rd; 38, 40, 44 Hotham St; 2, 3, 4, 7, 13, 20, 22 Murchison St; 6, 7, 8, 12



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Wavenhoe Ave) or occasionally weatherboard (162 Alma Rd) or strapped board (e.g., 170 Alma Rd; 6, 12 Murchison St; 9, 13, 19 Wavenhoe Ave) creating a half-timbered effect. Many of the 1920s houses also have bracketed eaves.<sup>1</sup>

Amongst the 1920s bungalows, there is considerably variety in window forms. Most are double hung sash, often arranged in doubles or triples usually with timber frames that project from the wall resting on timber or brick corbels. The oldest surviving house in Murchison Street, at no.12, has

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<sup>1</sup> Note: Each list provides a representative sample, but not a complete list of all examples within the precinct

canted bay windows flanking the central entrance, while a number of the bungalow houses have curved bay windows (e.g., 160, 174, 199, 211 Alma Rd, etc), including some that are supported by timber brackets (e.g., 7 Wavenhoe Ave). The windows of most of the 1920s houses have timber- framed double-hung sashes, often with leadlight or lozenge glazing; the 1930s flats generally have steel-framed windows.



**Figure 6.24-2 - South side of Wavenhoe Avenue, nos. 9 & 7 at left and (at right) looking east with no.5 in the foreground**

The Old English/Tudor Revival style is represented by the house at 24-26 Murchison Avenue, and the flats at 26A Lansdowne Road. The Murchison Avenue house, designed by the architect James H. Wardrop, is notable for the steeply gabled roof with a series of three (one large, two smaller) projecting gables across the front that creates a highly picturesque form typical of the style, as well as the use of clinker bricks and details such as the timber shutters. The flats have a prominent central projecting bay surmounting the street level garages with half timbering, rough cast and herring bone brickwork in the manner of the style. Traces of the style can also be seen in the adjoining house at 28 Lansdowne Road (e.g., the diamond pattern leadlight and multi-pane windows).

The Georgian Revival style is characterised by symmetrical facades and multi-pane sash windows, often with louvered shutters. Entries are often defined by 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. 'Wavenhoe Court' at 32 Hotham Street is a fine example of Georgian Revival flats, and the symmetrical planning with a central entrance portico and the windows with narrow margin glazing are all hallmarks of the style. This style is also represented by the houses at 27 Murchison Street and 1 Wavenhoe Avenue. Of these, the latter house, designed by the noted architect Marcus Martin, is notable as a fine and well-detailed example.

Mediterranean style houses include 57 Alexandra Street, 2-4 Mooltan Avenue and 5 and 15 Wavenhoe Avenue. Features of this style include the arched loggias (2-4 Mooltan, 15 Wavenhoe)

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or trabeated porches supported on columns (57 Alexandra, 5 Wavenhoe), the tooled stucco render (15 Wavenhoe) and gabled or 'dovecote' chimneys (2-4 Mooltan, 5 Wavenhoe).

The Moderne style is represented by the flats/duplexes at 18 & 18a Murchison Street, the porch addition to 14 Murchison Street, and, loosely, the flats at 205 Alma Road. 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. Later examples also had steel windows, and show a transition to the International ('Modern' or 'Functionalist') style. 'Belmore', the duplex

at 18A Murchison Street, designed by the architect Stuart Hall who was a leading exponent of the style, is a fine example. It is notable for the use of feature brickwork and rendered bands to create a horizontal emphasis, and the curved corner steel windows.



**Figure 6.24-3 - 'Belmont', 18A Murchison Street**

#### 6.24.4 Comparative Analysis

The St Kilda East: Murchison Street & Wavenhoe Avenue precinct is significant as an intact enclave of interwar houses, consisting mostly of bungalow-style houses built during the 1920s, supplemented by some Edwardian houses and detached dwellings and flats, in various styles, built during the 1930s. The houses were built on estates created from the subdivision of several nineteenth century mansions, two of which survive. In this regard, the precinct can be compared to a number of areas and streets within the City of Port Phillip, which form part of larger heritage precincts.

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As a mansion estate subdivision, this precinct compares with the Eildon Road area, which forms part of the HO5 St Kilda Hill precinct. This similarly comprises buildings of the interwar period, though with a much higher proportion of flats, built on subdivisions created from nineteenth century mansions of which one ('Eildon') survives today. Like Murchison Street, Eildon Road has a 'dog-leg' at one end. Another comparison is the Wimbledon and Hennessy avenues area within HO7 Elwood St Kilda Balaclava Ripponlea precinct, built within the grounds of two nineteenth century mansions ('Wimbledon' and 'Rothermere') that still remain.

In his description of the Brighton Road (Elwood) precinct (HO318), Andrew Ward specifically identifies two parallel streets, Heaton Avenue and Burns Street, as a notable epicentre for California Bungalows, enhanced by bluestone gutters and mature plane trees. The former street actually consists entirely of these houses - to the exclusion of all other style of interwar housing - and is thus an even more cohesive example than this precinct. Nearby Burns Street, however, is more diverse and thus more comparable. Here, the California Bungalows are mostly located on the south side of the street, with the north side containing a more varied mixture of Edwardian semi-detached houses, interwar housing in other styles (e.g., Georgian Revival house at no.16), plus several post-war houses and blocks of flats (including one, at no.18), recently remodelled in a Renaissance Revival style). In Burns Street, the intrusion of post-war built fabric is far more obvious than it is in this precinct, where there is only one post-war house in Murchison Street (at no.9), a block of flats in Alma Road (203) and two houses in Wavenhoe Avenue (2 and 4). As such, this precinct can be considered a better and more intact example.

Elsewhere in St Kilda East, this precinct compares well with Westbury Close, which is located within the Elwood St Kilda Balaclava Ripponlea precinct (HO7) and represents a similarly diverse mix of intact bungalows and other interwar houses. The California Bungalows in Westbury Close are fine and intact examples, with face red brickwork, shingled infill, bay windows, arched verandahs and the like; these are supplemented by detached single-storey houses (including two in the Spanish Mission style), and a double storey block of 1920s flats (at no.147). Many (but not all) of the houses retain original front fences, and the setting is enhanced by bluestone gutters and mature plane trees.

## 6.24.5 Statement of Significance

### What is significant?

The St Kilda East: Murchison Street & Wavenhoe Avenue precinct includes all houses and flats along both sides of Murchison Street (2-24 and 1-29) and Wavenhoe Avenue (1-21 and 2-12), the parts of Alma Road between Hotham Street and Lansdowne Road (160-88 and 157-211), and 57-77 Alexandra Street, 30-44 Hotham Street and 18A-28 Lansdowne Road. In the nineteenth century this area contained a small number of large mansions set within spacious grounds, two of which survive today: the former 'Yanakie' (later 'Wavenhoe') at 161 Alma Road and 'Holmwood' (later 'Fairholm') at 61 Alexandra Street. Otherwise, the area remained largely undeveloped until the Edwardian period, when a few scattered houses were built, but more intensive development did not occur until the land was subdivided for speculative housing in 1919 and from 1923 to 1927. The estate developed quickly during the 1920s and '30s, and was entirely filled out by the Second World War. Consequently, most of these houses are modest bungalow-style dwellings erected during the 1920s, supplemented by a few surviving Edwardian houses, some detached houses and blocks of flats erected in the mid to late 1930s or early 1940s in the Old English, Mediterranean Revival, Georgian Revival and Moderne styles.

The Significant places within the precinct are:

- 57-77 Alexandra Street.
- 160-168, 172-188 and 161, 183-193, 195, 197-201, 205-211 Alma Road.
- 32-44 Hotham Street.

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- 18, 18A, 22, 26A, 28 Lansdowne Road.
  - 2, 4 Mooltan Avenue.
  - 1-7, 11, 11A, 13-27 and 2-16, 16A, 18, 18A, 20-26 Murchison Street.
  - 1-15 and 8-10 Wavenhoe Avenue.

Of these, 61 Alexandra Street, 161, 186 and 207 Alma Road, 32 and 42 Hotham Street, 18 and 26A Lansdowne Road, 23 and 27 Murchison Street, and 19 Wavenhoe Avenue have an individual citation in the *Port Phillip Heritage Review*.

The Contributory places are:

- 157, 159 Alma Road.
- 17 Wavenhoe Avenue.

The Non-contributory (Nil) places are:

- 170, 195A, 203 Alma Road.
- 28, 30 Hotham Street.
- 1, 9 Murchison Street.
- 2, 4 Wavenhoe Avenue.

### How is it significant?

The St Kilda East: Murchison Street & Wavenhoe Avenue Precinct is of local historical and aesthetic significance to the City of Phillip.

### Why is it significant?

Historically, the precinct illustrates the significant growth of St Kilda during the early twentieth century. It is a representative example of a typical pattern of settlement in St Kilda East, where large Victorian properties were sold off and subdivided during the interwar period and is notable for the retention of two of the original mansions within the precinct which provide rare evidence of the nineteenth century development of this area. A small number of surviving Edwardian houses also provide valuable evidence of the sparser residential settlement prior to the more intensive speculative subdivision and development of the 1920s. (Criteria A & D)

Aesthetically, it is an early twentieth century residential area, consisting primarily of many fine bungalow-style single dwellings built in the early to mid-1920s, supplemented by some flats, duplexes, semi-detached pairs and detached dwellings in a variety of popular styles including Old English, Georgian Revival, Mediterranean and Moderne built in the later 1920s and 1930s. The few remaining Edwardian houses, representing both detached timber dwellings (in Murchison Street) and semi-detached brick pairs (in Alma Road) are comparable in scale, form and material, if not in composition and detailing. Collectively, the housing displays notable cohesion in terms of its scale, composition, materials and detailing, with many properties retaining their original front fences. In Murchison Street and Wavenhoe Avenue, these qualities are enhanced by the street setting, which includes bluestone gutters to the street, wide nature strips and mature street trees. (Criterion E)

## 6.24.6 Recommendations

2016 Recommendation: Transfer the section of HO6 between Hotham Street and Alexandra Street and the individual places HO179, HO180 and HO397 to HO391, and add 38, 40 & 44 Hotham Street and 2-4 Mooltan Avenue to HO391.

2004 Recommendation: Buildings, street trees and large tree in front yard of 27 Murchison Street recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

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### 6.24.7 Assessment

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

Simon Reeves, Heritage Alliance. June 2004.



**Figure 6.24-1 – Timber house, 6 Murchison Street, East St Kilda**



**Figure 6.24-2 – Bungalow – 160 Alma Road (c.1925)**



**Figure 6.24-3 – Jacka's house at No. 23 Murchison Street (1924)**



**Figure 6.24-4 – Flats, 18 Murchison Street (1938)**



**Figure 6.24-5 – Early 1910s houses in Alma Road**



**Figure 6.24-6 – Attic bungalow, 211 Alma Road, East St Kilda**



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## 6.25 Orange Grove (East St Kilda) - Ho392

### Existing Designations:

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

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### 6.25.1 Description

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

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

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

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

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

### 6.25.2 History

Orange Grove first appeared in the Sands & McDougall Directory for 1890 – listing only two houses, both on the west side of the street. Subsequent development was slow, with MMBW Map No 47 (c.1903) showing that these two houses – depicted as an adjacent pair of double-fronted masonry villas – were still the only buildings in the street. Directories reveal that the houses were later known as Bonnie Doon and Walhola, later still designated as Nos 18 and 20. During 1904, a third house was

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erected at No 14, referred to as Llangana and occupied by one Emile Durre. This row of three modest dwellings remains the only buildings in Orange Grove for another decade.

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

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

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

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

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

Thus, by the end of the Second World War, all allotments in Orange Grove had been built upon. The street saw some changes during the post-War period, the most significant being the demolition in the mid-1960s of the two oldest houses in the street, at Nos 18 and 20, and their replacement by blocks of double-storey blocks of flats. Two more blocks of flats would be built, at No 22 (c.1966) and No 10 (c.1970).

### 6.25.3 References

1. MMBW Plan No 47 (c.1903)
2. Sands and McDougall Directory , 1900 onwards.
3. The Star. 12 March 1935. (courtesy Robin Grow, Art Deco Society, Inc)

### 6.25.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

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### 6.25.5 Comparative Analysis

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

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

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

### 6.25.6 Statement of Significance

#### What is Significant?

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

#### How is It Significant?

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

#### Why is It Significant?

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

Aesthetically, the Orange Grove Precinct is a fine and particularly intact streetscape of the bungalow-style houses which proliferated in the early 1920s, characterised by face brickwork, terracotta tiled

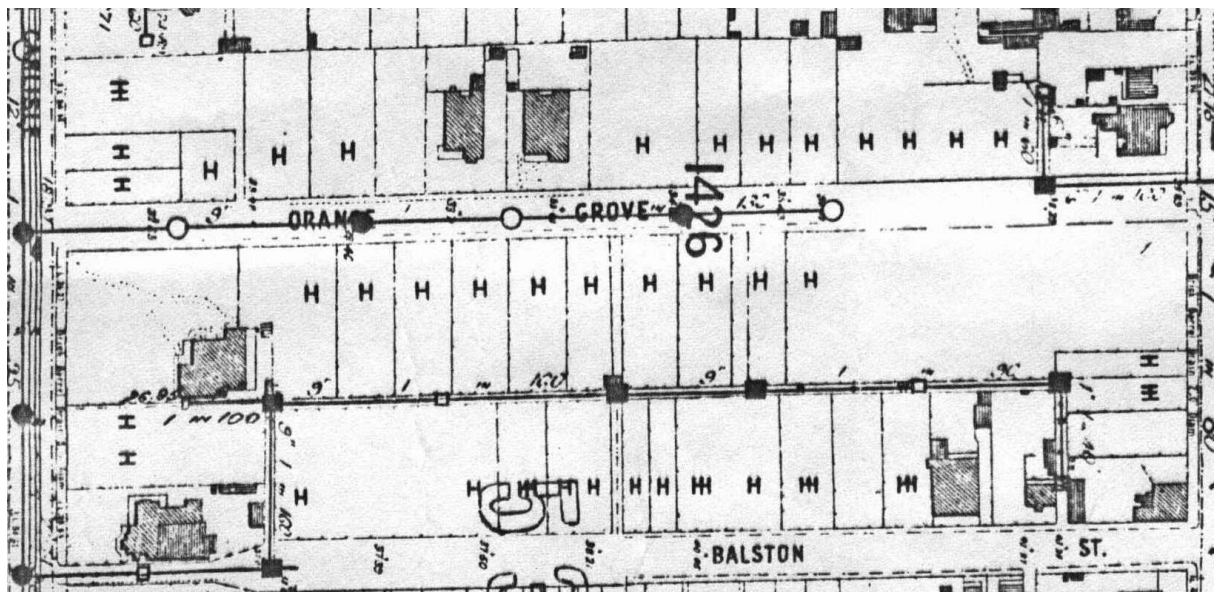
rooves and distinctive broad verandahs in a variety of configurations. The survival of original front fences (in the form of brick walls) in many cases enhances the setting. The bungalow houses are complemented by some fine examples of housing from later periods, including the Tudor Revival Sunnyside Court Flats at 331 Inkerman Street (c.1934), the Moderne Bon Accord flats at No 18a (c.1937), and the stylish architect-designed post-War flats at No 22 (c.1966).

### 6.25.7 Recommendations

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

### 6.25.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.



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



**Figure 6.25-2 – Housing east side of Orange Grove, East St Kilda**



**Figure 6.25-3 – Housing, west side of Orange Grove, East St Kilda**



**Figure 6.25-4 – Wittonia flats at No. 27 Orange Grove, East St Kilda (c.1922)**



**Figure 6.25-5 – Typical 1920s bungalow – Orange Grove, East St Kilda**



**Figure 6.25-6 – Bon Accord Flats at No. 18a Orange Grove, East St Kilda (1937)**



**Figure 6.25-7 – Post-war flats at No. 22 Orange Grove (c.1966)**

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## 6.26 Elwood Canal - Ho 402

### Existing Designations:

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

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### 6.26.1 Description

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

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

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

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

There are twelve bridges across the Elwood Canal within the present study area, comprising four pedestrian bridges and eight road bridges. The most important of these is the reinforced concrete girder bridge across St Kilda Street, designed by John Monash in 1905. This is 40 feet (12.2 metres)



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wide and 60 feet long, and comprises three 20 foot (6.1 metre) spans supported on columns with spread footings and small corbels. Each span, in turn, consisting of seven reinforced concrete girders at 4'8" (1.42 metre) centres supporting a concrete deck slab 6½" (165mm) thick. The footpath, on the west side of the bridge, is supported separately. The abutments are in the form of a row of columns against a retaining wall of precast Monier plates.

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

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

### 6.26.2 History

The Elwood Canal was built in stages as part of a grandiose scheme by the Public Works Department (PWD) to reclaim the South Swamp, a ubiquitous feature in Elwood in its earliest phases of post-contact settlement (see Thematic History). Following the alignment of Elster Creek, the canal was intended to drain the marshy land east of St Kilda Street (outside the present study area). Originally, the canal proper was designed to carry only flood water, with a large pipeline to each side to carry the stream at all other times.<sup>233</sup> The entire scheme was devised by the PWD with the involvement of Carlo Catani, then Assistant Engineer, who later, as Chief Engineer, would be responsible for reclamation of the St Kilda foreshore, and the landscaping of the park that now bears his name. Construction of the £14,000 canal began in May 1889, with the contractors, Messrs Hendon, Clarke & Anderson, engaging sixty workmen. The first stage, from the beach to Glenhuntly Road, was completed in 1897, being ¾ mile (1.2 kilometres) long, 54 feet (16.5 metres) wide and 11 feet (3.4 metres) deep. The MMBW map, dated December 1897, shows the completed canal, with bridges at Marine Parade, Barkly Street and Glenhuntly Road, with another three indicated at the future alignments of Addison Street, Broadway and Shelley Streets. Only five of these were evidently built, described in one source as cast iron trough girder bridges with a non-structural concrete decking. Along the sides of the canal, metal mooring rings were fitted 'for the purpose of mooring pleasure boats in the stream'.<sup>234</sup>

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

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<sup>233</sup> Meyer Eidelson, 'Elwood Canal', 10pp unpublished typescript. p 4.

<sup>234</sup> *ibid*

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that a barrel drain be built – which, in any case, was not a success.<sup>235</sup> In January 1901, tenders were called for the cleaning of the canal. Three years later, further works were proposed as part of a grand £30,000 scheme to improve the area's drainage. The existing canal was paved with brick and concrete, and construction began on the Elsternwick Main Drain, extending the canal from Glenhuntly Road to the new Gardenvale railway station.<sup>236</sup> This was 130 feet (39.6 metres) wide and three feet (0.91 metres) deep, with a central bluestone channel to carry the regular stream, and grassed sloping sides to accommodate flood waters. By the start of 1906, the drain had been completed as far as New Street (outside the present study area, in the adjacent City of Bayside), reaching Gardenvale Station at the end of 1907.

In February 1905, Carlo Catani, by then Chief Engineer of the PWD, had been contacted by engineer John Monash, a pioneer of reinforced concrete construction in Australia, who offered to build a reinforced concrete girder bridge for £1,500, which would be more cost-effective than the cast iron girder bridges that had previously been built across the canal.<sup>237</sup> Despite some concerns about the veracity of the new technology, Monash's company won the contract.

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

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

This period also saw the canal effectively change owners after the passing of the Metropolitan Drains and Rivers Act 1923, now falling under the jurisdiction of the Melbourne Metropolitan Board of Works (MMBW). With problems still in evidence five years later, the MMBW engineers put forward three possible solutions: the construction of sluice gates (to cost £57,000), the enlargement and regrading of the existing canal (£73,000), or the entire refilling of the canal to create land that could be sold off for subdivision (£200,000).<sup>238</sup> The last of these options – the most expensive and drastic of the three – was preferred by both the government and the council. Writing in 1930, J B Cooper emphatically stated: 'that the work will be done some time is a foregone conclusion'.<sup>239</sup> The government, however, refused to subsidise the project, and, even three years later, the council were still unable to gain approval. The 1930s saw the canal receive more bad publicity as the scapegoat for a polio epidemic in Melbourne's southern suburbs; even this prompted little remedial work until October 1937, when the MMBW announced that it would clear and widen the upper reaches of the Elster Creek.

Little else was done to improve the canal until the 1950s, when over 3,000 residents signed a petition to have flood protection measures taken. In December 1954, the State Government made an allowance of £150,000 was made for the underground diversion of floodwaters. The works, which

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<sup>235</sup> J B Cooper. *The History of St Kilda*. Vol I, p 203.

<sup>236</sup> L Alves, A Holgate & G Taplin. 'Monash Bridges: Typology study of Reinforced Concrete Bridges in Victoria 1897-1917'.

<sup>237</sup> *Ibid*.

<sup>238</sup> J B Cooper. *The History of St Kilda*. Vol I, p 208.

<sup>239</sup> *Ibid*, p 209.

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included a diversion canal through Elsternwick Park, were carefully monitored by the newly-formed Elwood Citizens Vigilance Committee, and completed in April 1958.<sup>240</sup> Five years later, the channel, west of St Kilda Street, was reconstructed in order to triple its capacity. At that time, one of Monash's reinforced concrete road bridges was partly demolished to form a footbridge (at Brickwood Street in Brighton, just outside the present study area). This was followed by the replacement of several other bridges over the next decade or so, including one at Elsternwick (demolished 1965), another at Marine Parade (replaced 1967) and a third at Asling Street (demolished 1975).<sup>241</sup> During the 1980 and '90s, a number of entirely new footbridges were erected by the City of St Kilda, including a fine laminated timber bridge in the Point Ormond Reserve at the Marine Parade end of the canal (1982).

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

### 6.26.3 References

1. L Alves, A Holgate & G Taplin. 'Monash Bridges: Typology study of reinforced Concrete Bridges in Victoria 1897-1917'.
2. Excerpt available online at <http://home.vicnet.net.au/~aholgate/jm/girdertexts/gdrtext1.html>
3. Cooper, J B, The History of St. Kilda From Its First Settlement to a City and After: 1840 to 1930. 2 vols. Printers Pty Ltd, 1931.
4. Liz Johnstone. 'Elwood Canal', 4pp typescript. 15 April 2005.
5. Anne Longmire. St Kilda: The Show goes On: The History of St. Kilda. Volume III, 1930 to July 1983.
6. Hawthorn: N S Hudson Publishing, 1989.
7. Information provided by Meyer Eidelson

### 6.26.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.26.5 Comparative Analysis

While canals are ubiquitous in Europe, they are considerably less common in Australia, and the example at Elwood is one of a relatively small number of canals that were developed in Victoria in the late nineteenth century. The most well-known is the Coode Canal in the Port of Melbourne, completed in 1886. Designed by the noted English engineer Sir John Coode, the canal was formed to effectively change the course of the Yarra River to make it more easily navigable. It is about 1.8 kilometres long, 100 metres wide, and 8 metres deep. Smaller in scale is the Sale Canal, which was developed in the 1890s as part of a grandiose scheme to link this Gippsland town, and its railway network, to the local shipping trade. The project also included a swing bridge (1883), swinging basin and wharf (1890) as well as the canal, which was 1.25 miles (2 kilometres) long. These two examples, however, sprung from entirely different circumstances to the canal at Elwood. Historically, the

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<sup>240</sup> Anne Longmire. St Kilda: The Show Goes On. p 161.

<sup>241</sup> A Holgate *et al.* Projects Index: bridges. [http://home.vicnet.net.au/~aholgate/jm/mainpages/list\\_bridges.html](http://home.vicnet.net.au/~aholgate/jm/mainpages/list_bridges.html)

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Elwood Canal project has much in common with the Patterson River at Carrum, an artificial watercourse that was excavated in 1878 to drain the nearby Carrum Swamp. Unlike Elwood, however, the competition of this project did not spur intense residential development, and it was not until the 1970s that the reclaimed swampland was developed as the suburb of Patterson Lakes.

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

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

#### 6.26.6 Statement of Significance

##### What is Significant?

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

##### How is It Significant?

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

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## Why is It Significant?

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

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

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

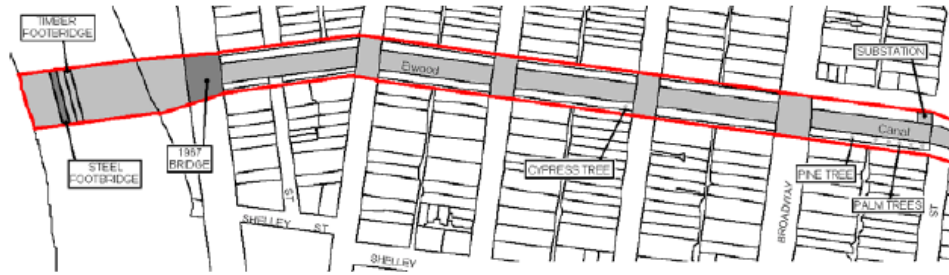
Technologically, the Elwood Canal precinct is significant for its ability to demonstrate the type and scale of public engineering works in the late nineteenth century. Specifically, the bridge at St Kilda Street is of technological significance in its own right, as Victoria's earliest surviving example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

### 6.26.7 Recommendations

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

### 6.26.8 Assessment

Simon Reeves, Heritage Alliance. June 2005.



**Figure 6.26-I – Elwood Canal heritage plan**



**Figure 6.26–2 – General view of the Elwood Canal; photograph taken after flood rains (Feb 2005)**



**Figure 6.26-3 – Similar view of canal, showing reduced water level during drought conditions**



**Figure 6.26-4 – Looking south from Glenhuntly Rd bridge, showing start of the Elsternwick Main Drain**





**Figure 6.26–5 – Reinforced concrete girder bridge at St Kilda Street, designed by John Monash**

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## 6.27 Addison Street/Milton Street (Elwood) - Ho 403

### Existing Designations:

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

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### 6.27.1 Description

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

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

Amongst these ubiquitous semi-detached red brick pairs, there are a few anomalous examples that hark back to the Victorian era in their form and detailing. The two pairs at houses at 8-14 Addison Street, for example, have atypical corrugated galvanised steel roofs with matching bullnosed side verandahs, and ripple iron awnings to the bay windows. At 69-71 Milton Street is a pair of single-fronted terraced dwellings, which are unmistakably Edwardian in their red brickwork, rendered banding and tiled roof, but otherwise recall the previous generation in their use of vermiculated ornament and cast iron verandah friezes. The semi-detached pairs also include a few examples that are expressed (or disguised) as a single double-fronted detached dwelling in the Victorian mode: an asymmetrical street frontage with a projecting bay to one side with a recessed wing alongside, sheltered by a broad verandah. Examples include 77-79 Dickens Street, 31-33 Meredith Street and 65-65a Milton Street. There are also a few detached single dwellings in the precinct that evoke this Victorian Survival mode, such as 29 Meredith Street and 85 Dickens Street – the latter formerly Edward Vaughan's Frencha, one of the oldest surviving houses in the precinct.

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Otherwise, the detached Edwardian houses in the precinct are in the form of red brick Federation-style villas, with materials and detailing comparable to semi-detached houses described above. A fine row at the eastern end of Milton Street includes examples with curved (Nos 68, 55) or canted (Nos 66) bay windows, and some that display somewhat atypical elements such as a slate roof (No 66), canted verandah (No 68) or an attic storey (No 58). Many of the larger and more prominently-sited villas in this area (eg 57, 67 and 70 Ruskin Street) have return verandahs; amongst the more notable is the pair flanking the intersection of Milton and Ruskin Street (ie Nos 71 and 73 Milton), which actually appear to be a mirror-reversal of the same design, with distinctive splayed corner bay windows at the verandah return. Similar detailing can be seen in two interesting villas at 29 and 34 Addison Street. Another particularly fine villa (and one of the oldest in the precinct) is the former Rothes at 52 Marine Parade, having a prominent return verandah with tessellated floor, turned posts and oversized curved brackets.

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

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

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

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## 6.27.2 History

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

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

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

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

This housing boom burgeoned considerably over the next few years. The seven houses listed in Addison Street in 1914 had increased to twenty by 1915, including three vacant houses, another five under construction, and a shop 'being built' near the Meredith Street corner. Meredith Street itself had also flourished by that time, with ten occupied houses, four vacant houses, plus six more houses and another shop listed as 'being built'. The same directory recorded similar expansion elsewhere, with seven houses under construction in Milton Street, and another eight in Ruskin Street. By 1916, a third shop had been erected in the area, being located on the corner of Barkly and Meredith Streets, then occupied by grocer George Bearpark (now Jerry's Milk Bar). At that time, the total number of

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houses in Addison Street had jumped from twenty (in 1915) to thirty-two, including five houses recorded as 'being built'. In Ruskin and Milton streets, most houses previously listed as either vacant or under construction were now completed and occupied. Milton Street, indeed, was fully occupied with 26 residents, while Ruskin Street had tenants in all but five of its 35 dwellings. Amongst Milton Street's new residents were the Dean family, formerly of Marine Parade. Molly's father, George Dean, had died in 1913 (two years after the birth of a second child, Ralph) and, four years later, Mrs Ethel Dean moved to a smaller house at 102 (now 86) Milton Street – one of many semi-detached brick dwellings then being built in that area.

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

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

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

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

Ironically, the house at 5 Addison Street, in front of which Molly Dean was attacked in 1930, was one of the relatively few casualties, and is now occupied by an innocuous block of 1960s flats. The

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laneway opposite, where her battered body was found, still remains virtually as it was in 1930, its bluestone pitching and ramshackle rear fences still evocative of a brutal event in the history of this leafy and picturesque Edwardian suburb.

### 6.27.3 References

1. Sands & McDougall Directory, Various.
2. Travis M Sellers, 'The Artist, the Fiancée and Murder at Elwood', St Kilda Chronicle, December 2000, pp 27-28.
3. Betty Roland, *The Eye of the Beholder*, Melbourne, 1984. pp 68-75. [this memoir includes an account of the Molly Dean case by someone who knew her well]

### 6.27.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.27.5 Comparative Analysis

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

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

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

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## 6.27.6 Statement of Significance

### What is Significant?

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

### How is It Significant?

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

### Why is It Significant?

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

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

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

## 6.27.7 Recommendations

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

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

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### 6.27.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).



**Figure 6.27-1 – Typical row of semi-detached Queen Anne Revival housing in Ruskin Street**





**Figure 6.27-2 – Unique Victorian/Edwardian hybrid terrace housing at 69-71 Milton Street**



**Figure 6.27-3 – Row of 1910s detached weatherboard cottages on the north side of Lawson Street.**



**Figure 6.27-4 – Exceptional block-fronted late Edwardian timber cottage at 37 Meredith Street**



**Figure 6.27-5 – Former residence of Molly Dean and her family at 86 (formerly 102) Milton Street.**



**Figure 6.27-6 – Site of Molly Dean’s 1930 murder: the narrow laneway opposite 5 Addison Street.**

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## 6.28 Byron Street/Mason Avenue (Elwood) - Ho 404

### Existing Designations:

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

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### 6.28.1 Description

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

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

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

The more modest single-fronted Victorian cottages, which proliferate in Moore Street and Mason Avenue, are typically of timber construction, either block-fronted or conventional weatherboard. A few (eg 11 and 13 Mason Avenue) have atypical beaded weatherboard, and there is also a unique row of attached brick cottages at 1-9 Moore Street. Cottages in Moore Street tend to have hipped roofs with bracketed eaves (eg Nos 1-9, 4, 6, 8, 11, 13 and 33 Moore Street), while those in Mason Avenue and Cyril Street invariably have pitched roofs, with a gable front to the street. A number of the gabled houses have a distinctive façade detail, whereby the side eaves partially return across the street frontage to form a bracketed broken stringcourse (eg 13 Mason Avenue, 10 Moore Street, 10 and 15 Cyril Street). There is much variety amongst verandah form: posts may be cast iron (plain or fluted) or timber (plain, turned or stop-chamfered) and roofs may be hipped, skillion, bullnosed or, in the case of the two atypical houses at 11-13 Mason Avenue, with unusual bellcast verandah roofs. Most verandahs are single-fronted; two exceptions with return verandahs exist at 25 Moore Street (a

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timber house) and 4 Byron Street (in brick). An anomaly amongst the Victorian built fabric in the precinct (and within Elwood in general) is the pair of double-storey rendered brick Boom-style terraced houses on the south side of Byron Street (No 15-17), one of which has been unsympathetically altered by the removal of most of the verandah structure.

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

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

## 6.28.2 History

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

Subsequent development of these three new streets was swift; by 1891, Moore Street was completely filled out with thirteen new houses on the east side (of which four were listed as vacant) plus another fourteen houses on the west side (again, with four vacant). Moy Street, meanwhile, had twelve entires along its south side (five being vacant), its north side as yet unlisted. Construction of new houses in Cyril Street was slightly less intense, with four houses on the east side and five on the

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west. Byron Street, by contrast, had not undergone comparably intense development, notwithstanding its head start. By 1891, only two more houses had been built on the north side of the street, and three on the south side. The latter comprised the pair of double-storey terraces that still stand at Nos 15-17, and a detached villa (since demolished) on the south-west corner of Moore Street.

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

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

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

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

### 6.28.3 References

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

### 6.28.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

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### 6.28.5 Comparative Analysis

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

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

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

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

### 6.28.6 Statement of Significance

#### What is Significant?

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



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a small number of Edwardian and inter-war houses (typically duplexes and semi-detached pairs) and post-war buildings (typically multi-storey flats).

### How is It Significant?

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

### Why is It Significant?

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

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

### 6.28.7 Recommendations

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

### 6.28.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).



**Figure 6.28-1 – Attached row of Victorian brick cottages at No 1-9 Moore Street**



**Figure 6.28-2 – Row of detached single-fronted Victorian timber cottages in Mason Avenue**



**Figure 6.28-3 – Two of the remaining grand Victorian detached brick villas, at 2-4 Byron Street.**



**Figure 6.28–4 – Atypical pair of rendered Victorian double-storey terrace houses at 15-17 Byron Street**



**Figure 6.28–5 – Typical double-fronted timber villa, one of several in a row in Moore Street**



**Figure 6.28-6 – Interesting architect-designed detached 1960s house at 9 Byron Street**

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## 6.29 McCrae Street (Elwood) - HO 405

### Existing Designations:

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

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### 6.29.1 Description

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

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

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

### 6.29.2 History

The new estate is first recorded in the Sands & McDougall Directory in 1936, which listed newly completed houses at 31 and 33 John Street (respectively occupied at that time by William Bartley and Mrs Fanny Murray), plus another on the east side of McCrae Street (occupied by one Gavin Greenlees), presumably No 1, being the other half of 31 John Street. That year's directory also had entries for another 'house being built' on each side of McCrae Street. A year later, the directory

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listed six completed houses in McCrae Street, at Nos 1, 2, 3, 4, 5 and 6. By 1938, the estate had entirely filled out, with another four pairs of houses completed at Nos 8-10, 12-14, 7-9 and 11-13.

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

### 6.29.3 References

Sands & McDougall Directory. Various.

### 6.29.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

### 6.29.5 Comparative Analysis

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

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



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## 6.29.6 Statement of Significance

### What is Significant?

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

### How is It Significant?

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

### Why is It Significant?

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

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

## 6.29.7 Recommendations

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

## 6.29.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).



**Figure 6.29-1 – General view along west side of McCrae Street; note blue stone kerbing and street trees.**



**Figure 6.29-2 – Unique gambrel-roofed house at 4-6 McCrae Street, note: canted bay window across both dwellings**



**Figure 6.29-3 – Tudor Revival- influenced house on corner of McCrae and John Street; note: front fence**



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

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## 6.30 Nightingale Street Precinct– Ho439

### Existing Designations:

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

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### 6.30.1 Description

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

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

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

There is considerable variety amongst front verandah form: skillion roofs (15, 17, 25, 33, 35 Nightingale; 55 Marlborough; 32-34 Rosamond), hipped roofs (27, 52 Nightingale; 11 Gibbs) and bullnosed roofs (19, 21, 50 Nightingale; 28 Rosamond) are all represented. Bellcast verandah roofs – a relatively unusual form – are also much in evidence (29, 31 Nightingale; 39 Marlborough; 24, 27 Rosamond; 2, 12, 18 Gibbs). These verandahs generally have timber posts – variously stop-chamfered (50 Nightingale; 33, 55 Marlborough; 24, 32 Rosamond; 2, 11, 12, 18 Gibbs), turned (27, 35 Nightingale; 34 Rosamond; 10 Gibbs), or plain (25, 33 Nightingale; 26, 29 Rosamond). Only a few have cast iron Classical columns (52 Nightingale; 31, 37 Marlborough; 40 Rosamond). Many retain cast iron lace friezes; a few have timber slat friezes that are possibly not original (eg 36 Rosamond) and still others have no frieze at all. Several verandahs have been partly or entirely rebuilt, eg by the replacement of original posts with plain metal pipes (29, 34 Nightingale; 42 Rosamond) or trellises (16 Gibbs).

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Amongst all these modestly-scaled single-fronted cottages are a relatively small number of larger Victorian double-fronted villas with symmetrical facades. There is a prominent row of five in Marlborough Street (Nos 43-51), and two rows of three on opposite sides of Nightingale (Nos 43-47 and 44-48). The former is the least homogenous, alternating villas with hipped roofs (No 43, 47, 51) and gabled roofs (No 45, 49) and exhibiting varied verandah details. The villa at No 49 has been substantially altered by recladding of the façade and insertion of new doors and windows. The villas in Nightingale comprises three early examples (No 43-47) that have been considerably altered and, on the north side, a particularly fine and intact row of later Boom-period villas (Nos 44-48). The latter have hipped roofs with a frieze of paired eaves brackets, panels and paterae, timber posts supporting hipped verandahs with identical cast iron lace friezes. All have moulded timber doorcases with highlights and sidelights, flanking windows with moulded external architraves, and timber picket fences that are sympathetic, if not actually original.

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

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

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

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

Inter-war houses within the precinct are representative of their type and era. There is a weatherboard and terracotta-tiled bungalow at 54 Nightingale, with a shingled gablet above the central front door forming a porch, with fluted columns on rendered piers. On the south side of Rosamond Street, there is a rendered brick duplex at 39-41 and a double-storey block of clinker brick walk-up flats (of the type ubiquitous in St Kilda and Elwood) at No 45. There are relatively few post-war buildings in the precinct, and most are located in Gibbs Street – a single-storey brick house at No 6 (c.1970s) and some more recent double-storey townhouses at Nos 4 and 8. A cream brick

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veneer villa at 35 Rosamond (c.1950s) has steel-framed windows and a hipped tile roof. There are also several vacant sites in the precinct: 14 Gibbs Street (ripe for redevelopment), 17 Gibbs Street (now part of the garden of adjacent No 15) and the aforementioned shop site at 31 Rosamond Street (now a public reserve).

### 6.30.2 History

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

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

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

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

Gibbs Street (named after the land's original Crown Grantee, S M Gibbs) first appeared in the directories in 1883, but rate books recorded it as early as 1876, with four entries for vacant land

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

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

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

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

The MMBW map of the area, prepared around the turn of the century, shows that the precinct was virtually entirely filled-out by that time. Only one allotment still remained vacant, at 13 Gibbs Street, and this was finally built upon (according to the Sands & McDougall Directory) in c.1908. The course of the twentieth century saw only a few of the original buildings demolished for the construction of new ones – unfortunately, three of the oldest houses in the precinct were amongst the casualties. The house at 32 Nightingale Street was razed at the turn of the century and replaced by a larger and grander Victorian-style timber villa in 1902 – the residence of timber merchant Thomas Herbert, whose wood yard was located on the opposite corner of Woodstock Street. The early villas at 41

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Rosamond Street and 54 Nightingale Street, both of which appear on Vardy's 1873 map (and, apparently, on the earlier Cox map of 1866) were replaced during the inter-war period, respectively, by a semi-detached duplex and a bungalow. A more recent house at 45 Rosamond Street, erected by the Featherston family in the early 1880s, was demolished c.1937 for a double-storey block of walk-up flats.

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

### 6.30.3 References

1. City of St Kilda Rate Books. 1875 onwards.
2. Sands & McDougall Directory. Various.

### 6.30.4 Thematic Context

- Planning urban settlement
- Making suburbs

### 6.30.5 Comparative Analysis

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

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

Today, all of these streets still retain at least some of their nineteenth century fabric. The pervasive impact of subsequent layers of development is most obvious in Pakington Street, Queen Street, King Street and Evelyn Street, where the Victorian character has been largely overwhelmed by Edwardian villas, inter-war duplexes, 1950s and '60s flats, and new houses of more recent origin. Camden Street



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retains a row of about a dozen single-fronted timber villas along its east side, but the west side has been virtually engulfed by successive layers of twentieth century development. This is also evident in Bath Street and Henryville Street, both of which retain a few surviving worker's cottages on one side – the other now the site of Housing Commission flats. Of the streets cited above, only Lynott Street, Steele Avenue and Young Street still have rows of modest timber cottages on both sides, facing each other to create the effect of an enclave. When compared to the Nightingale Street precinct, however, these precincts are not only less extensive, but are also less cohesive (particularly Young Street, which has been considerably infiltrated by twentieth century buildings) and the individual buildings are generally less intact (particularly Lynott Street, where cottages have been much altered). None of these comparative examples, moreover, retain contemporaneous shop buildings.

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

### 6.30.6 Statement of Significance

#### What is Significant?

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

#### How is It Significant?

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

#### Why is It Significant?

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

Aesthetically, the precinct is significant for its streetscapes of modest nineteenth century housing that, despite their necessarily humble forms and detailing, nevertheless exhibit a fine sense of cohesion in their common scale and type (predominantly single-storeyed single-fronted detached dwellings), building materials (virtually all of timber construction), roof cladding (mostly corrugated

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galvanised steel) and roof form (typically gable-ended) and verandah details (invariably timber-posted). Many of these individual houses are of interest for unusual but recurring detailing such as return cornices, bellcast verandah roofs, moulded bargeboards and turned finials. Some of the atypically larger villas are of aesthetic interest in their own right for a higher level of articulation and enrichment, particularly the house at 32 Nightingale Street, a fine block-fronted villa with return verandah and prominent chimneys, and the block-fronted bay-windowed villa on the diagonally opposite corner at No 23.

### 6.30.7 Recommendations

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

### 6.30.8 Assessment

Simon Reeves, Heritage Alliance. 20 July 2005. Revised 4th September 2008

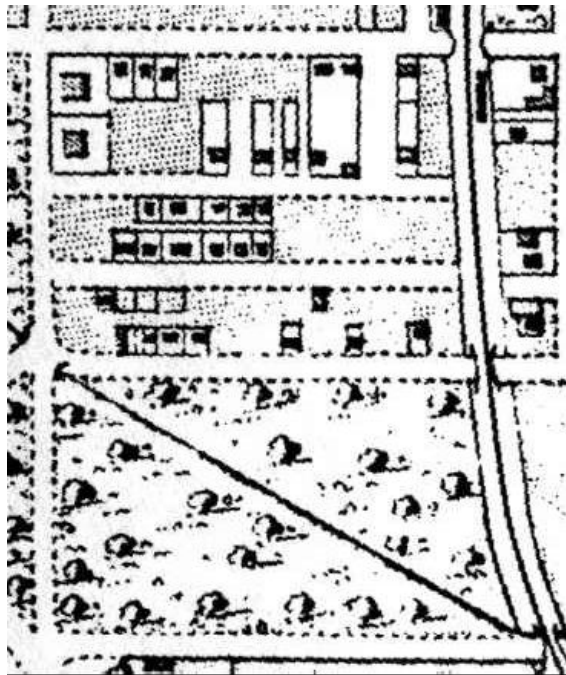


Figure 6.30-1 – Area bounded by Carlisle, Chapel, Grosvenor streets and the railway, as shown on Cox Survey Map (1866)

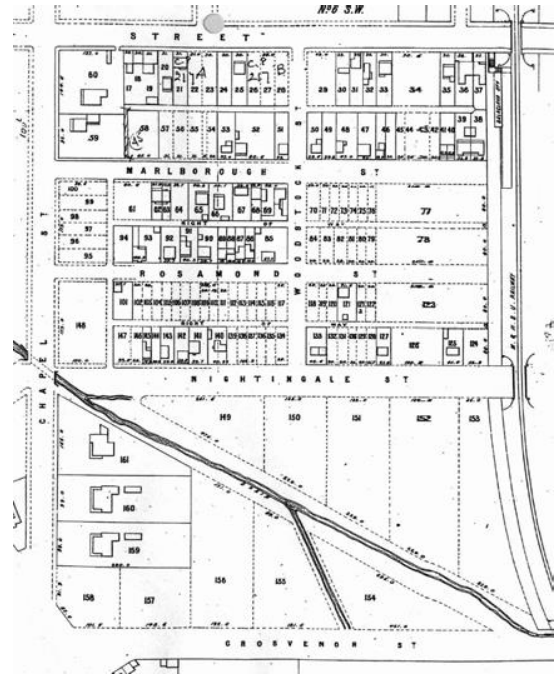
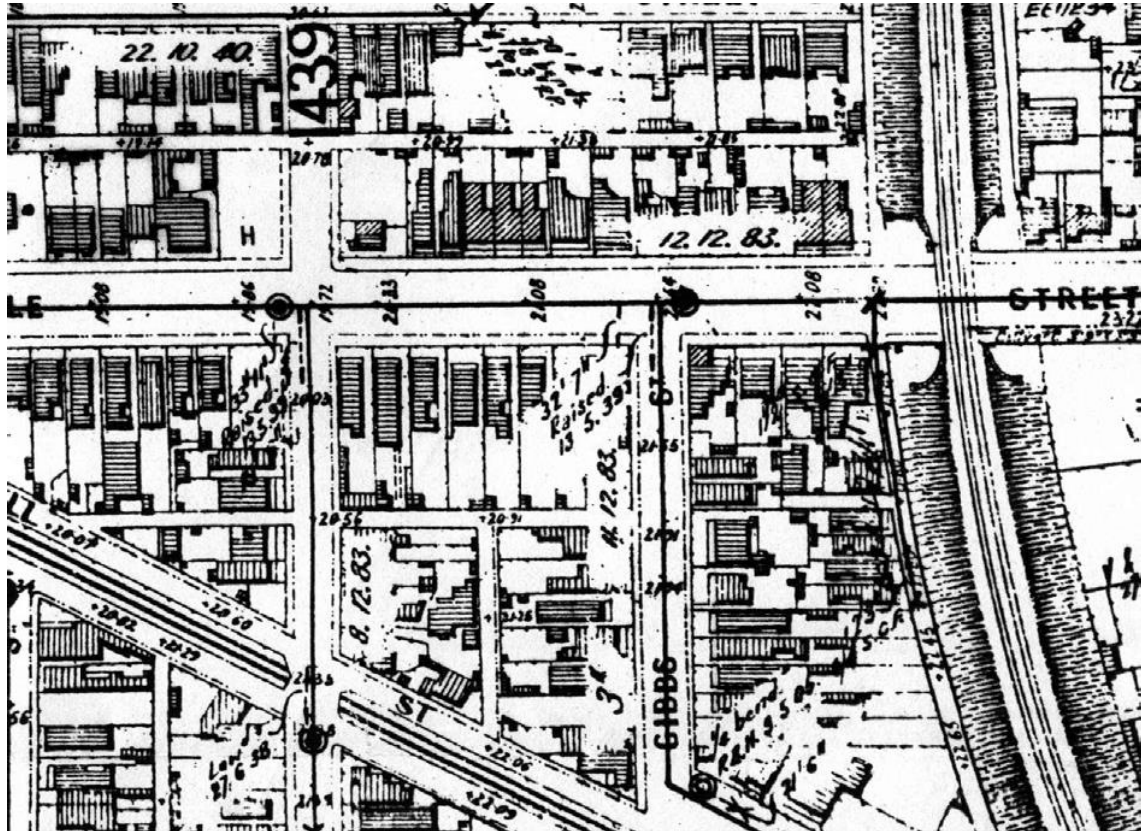


Figure 6.30-2 – Area bounded by Carlisle, Chapel, Grosvenor streets and the railway, as shown on Vardy Map (1873)



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**Figure 6.30–3 – Detail of MMBW Map No 45 (c.1900) showing Gibbs Street and parts of Nightingale and Woodstock streets; note row of four small cottages fronting Railway Place (alongside railway embankment)**



**Figure 6.30–4 – Row of single-fronted gable-ended timber cottages at 10-18 Gibbs Street (note development site at No 14)**



**Figure 6.30-5 – Mix of gable-ended and hip-roofed single-fronted timber cottages on north side of Rosamund Street**



**Figure 6.30-6 – Hip-roofed timber cottages in Marlborough Street, with weatherboard corner shop (c.1890) at No 31**



**Figure 6.30-7 – Atypical double-fronted house at 1 Gibbs Street, with front verandah built right to the property line**



**Figure 6.30-8 – Row of three speculative double-fronted Boom-style timber villas at 44-48 Nightingale Street**



**Figure 6.30-9 – 32 Nightingale Street; note return verandah and brick outbuilding.**