

6.15 Hotham Street (Balaclava) - Ho317

Existing Designations:

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

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 sale²³⁴. 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.

²³⁴ See Cannon, M., *The Land Boomers*, Lloyd O’Neil, 1972, pp.158-157.

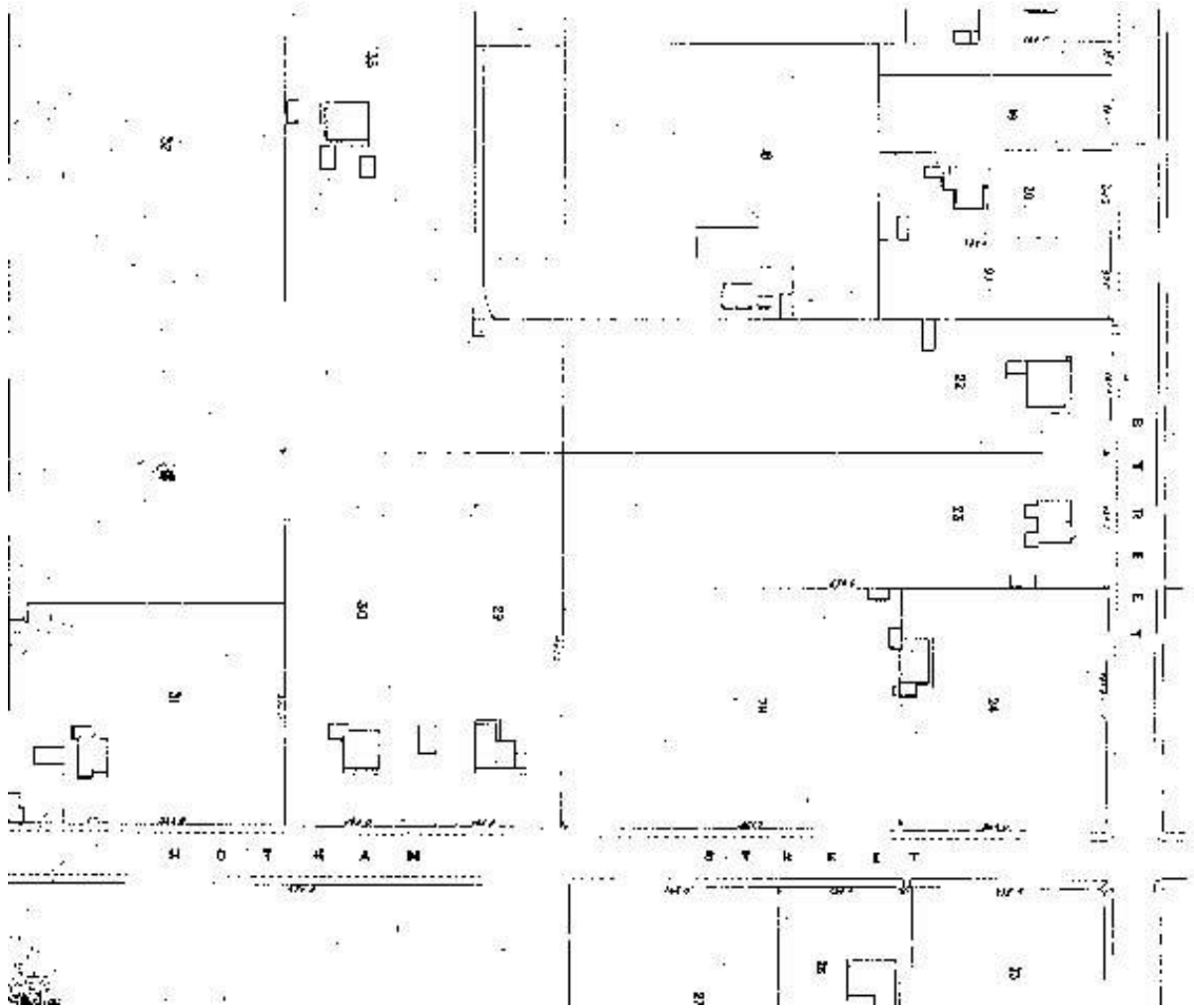


Figure 6.15-3 – Extract from J.E.S. Vardy’s survey plan of 1873 showing the land on which the houses in this Area were to be built at that time.

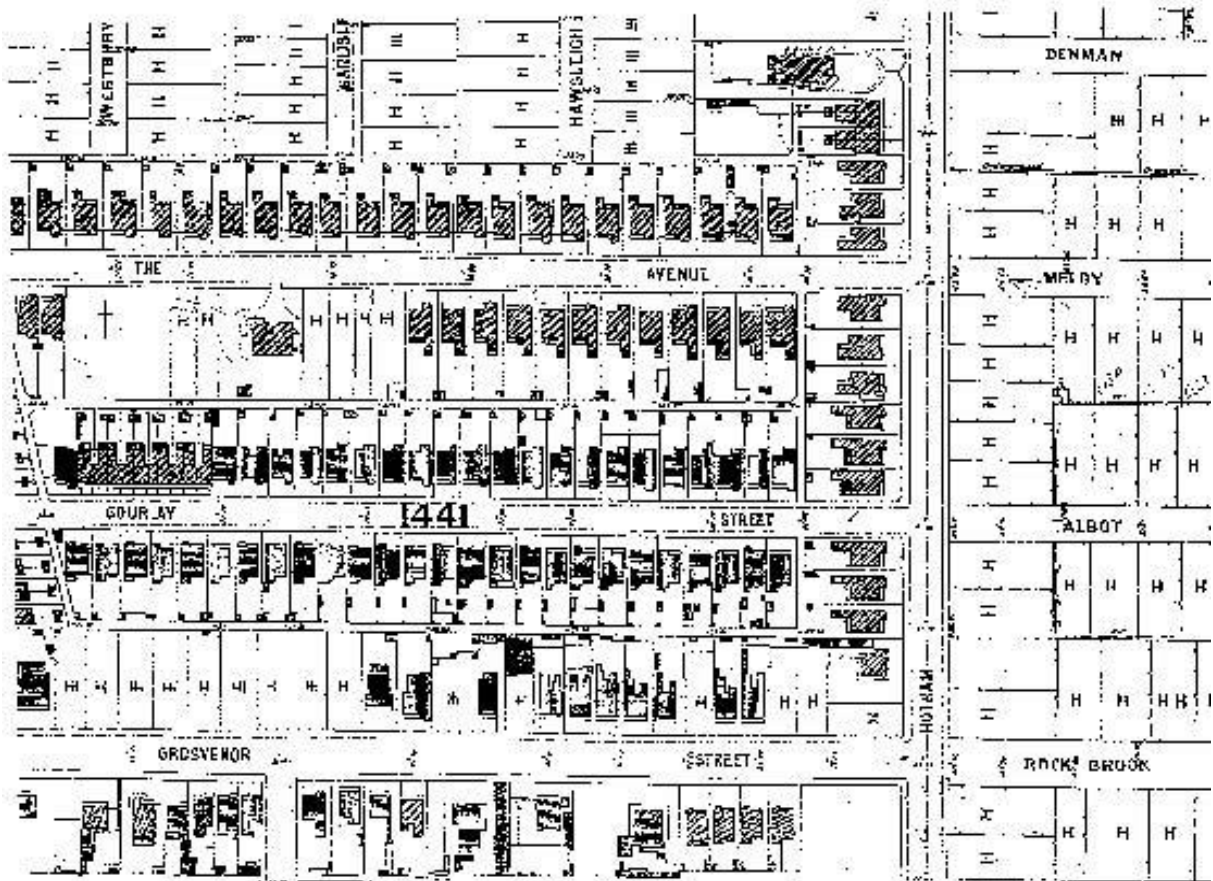


Figure 6.15-4 – An extract from MMBW drainage plan no.47 showing the results of the Land Boom in the Area.

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.

6.15.5 Assessment

Andrew Ward, August, 2000

6.16 Brighton Road (Elwood) - Ho318

Existing Designations:

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

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.

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

6.16.2 History

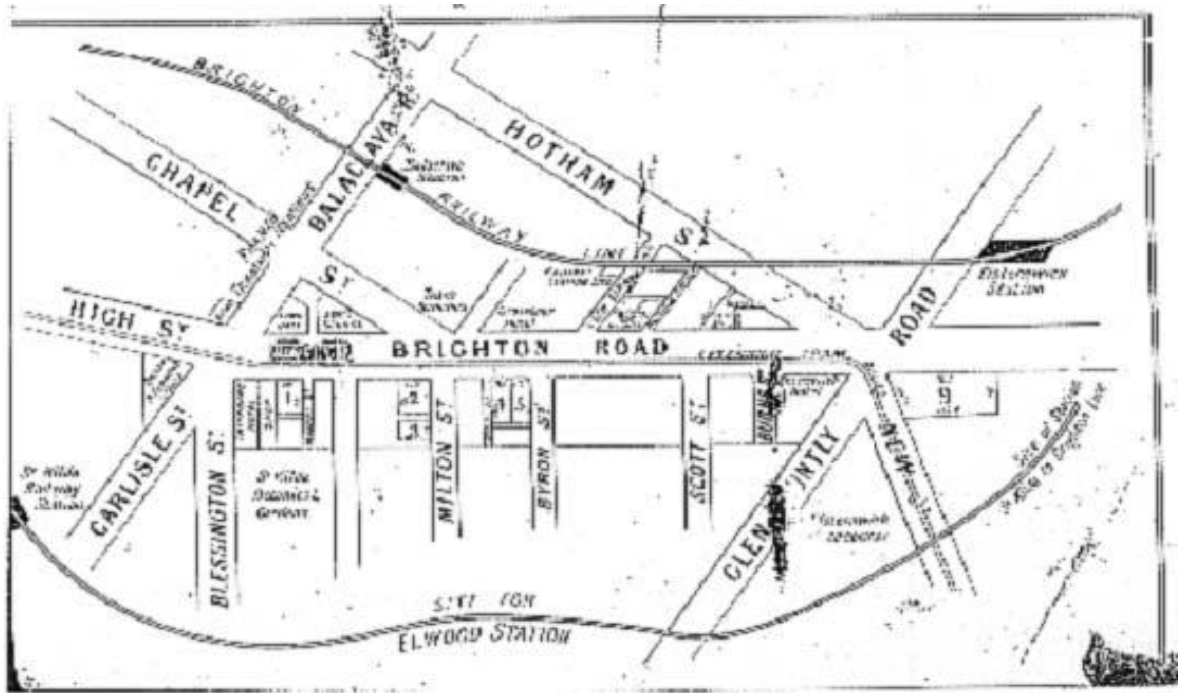
Whilst the Arthur's Seat Road had been in existence from at least the 1840s and the railway to North Brighton from December, 1859, the only building to be erected in this Area was the Elsternwick hotel, from 1854. The original portion survives today to the north of the higher and more grandiose corner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

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

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

6.16.3 Thematic Context

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



BRIGHTON RD.
ST KILDA

IMPORTANT SALE OF
 VALUABLE BANKING, HOTEL & BUSINESS FRONTAGE

TUESDAY 23RD OCT^R
 on the properties at 3 o'clock.

TERMS.
 Cash Balance
 3, 6 & 9 Months
 at 6 percent.

Solicitors
 Messrs CRISP, H
 & HEDDERWICK
 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.

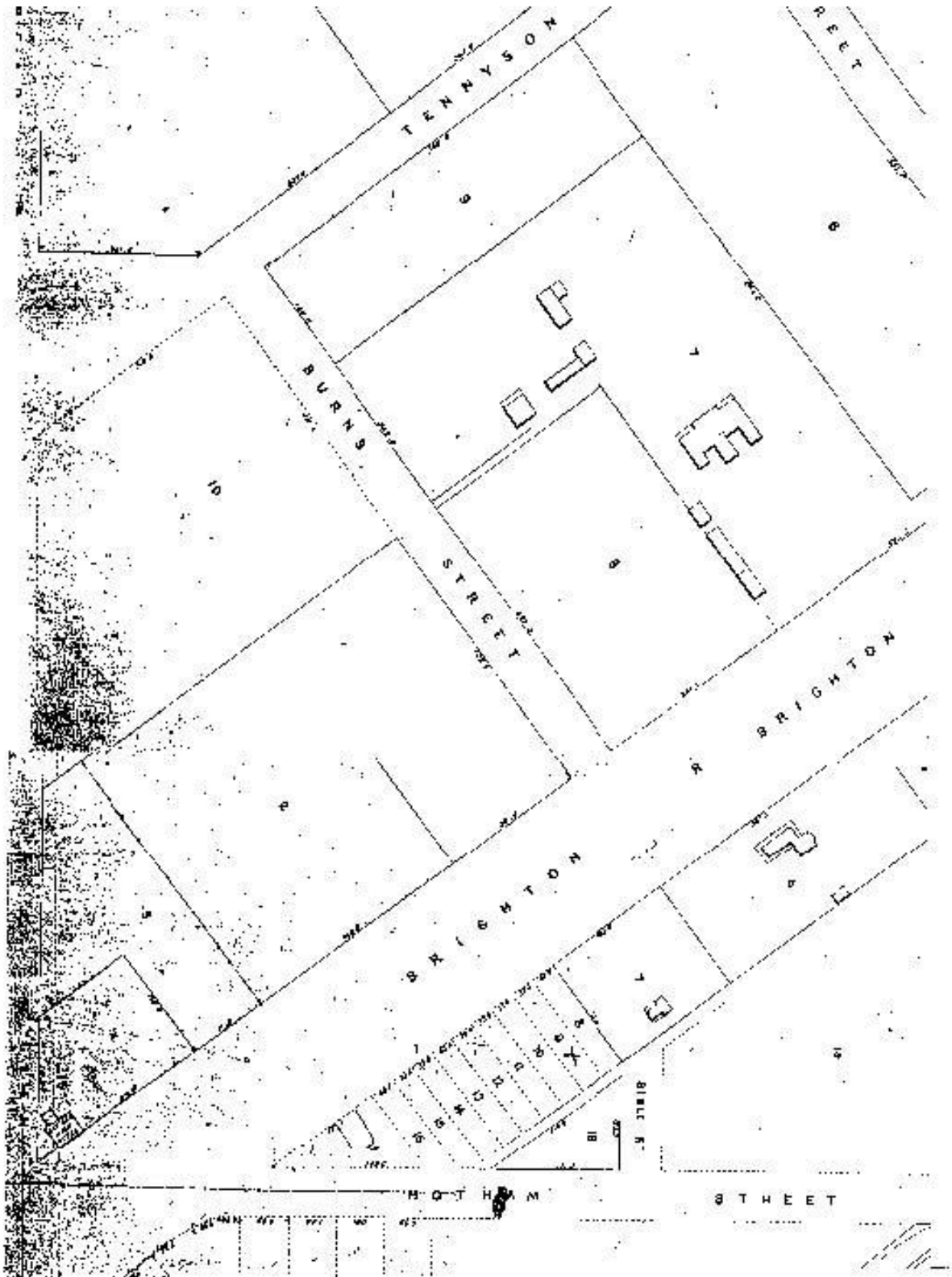


Figure 6.16-4 – An extract from J.E.S. Vardy’s survey plan of 1873 showing the absence of development in the vicinity of the Brighton Road/Glen Huntly Roads corner.

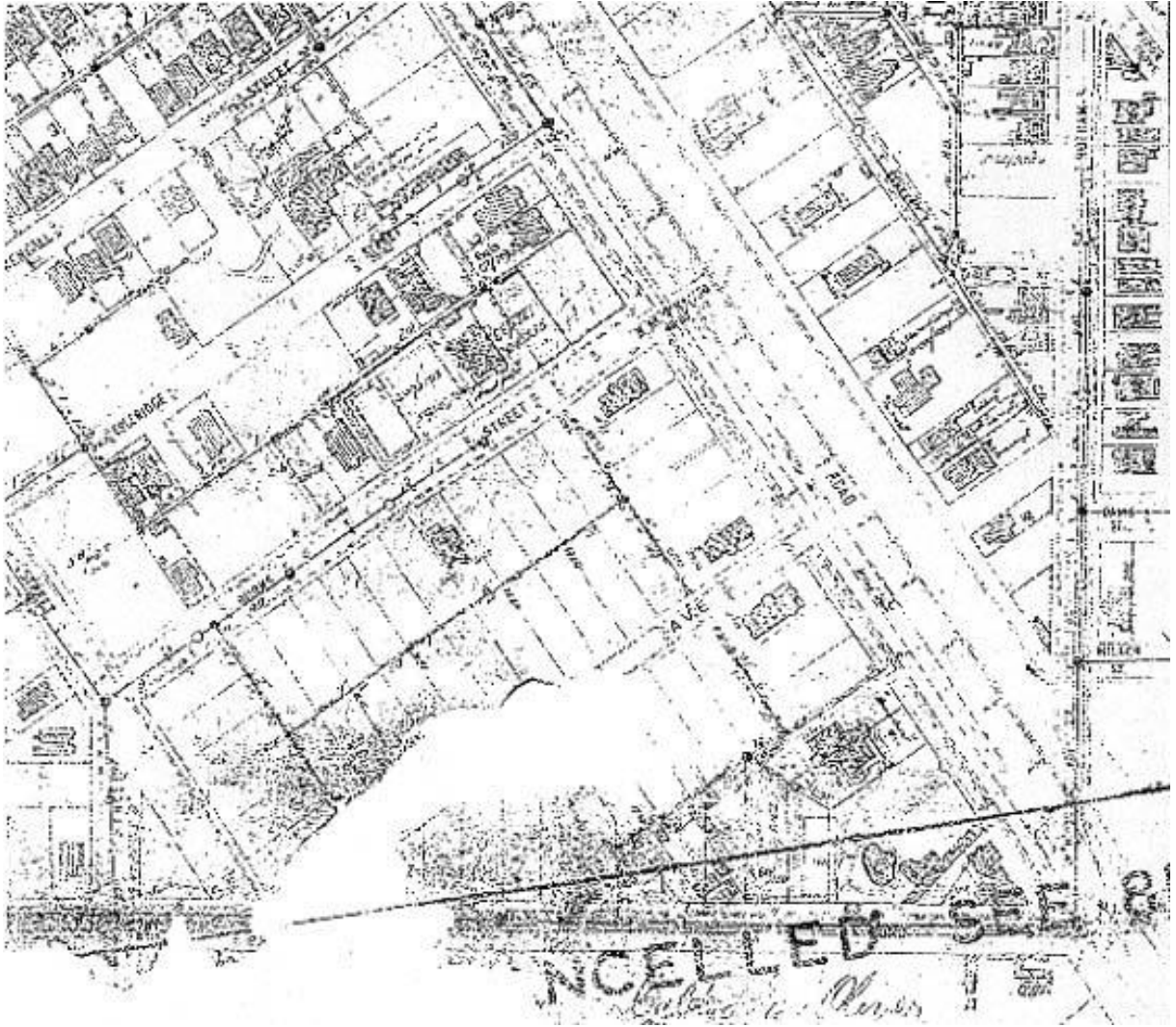


Figure 6.16-5 – Extract from MMBW litho no. 48 showing the extent of development shortly after the opening of the Victorian Railways electric tramway service to the west in 1906.



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

6.17 Swallow Street (Port Melbourne) - Ho382

Existing Designations:

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

6.17.1 Description

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

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

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



Figure 6.17-1 – Swallow Street, Port Melbourne

6.17.2 History

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

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

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

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

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

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

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

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

6.17.3 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

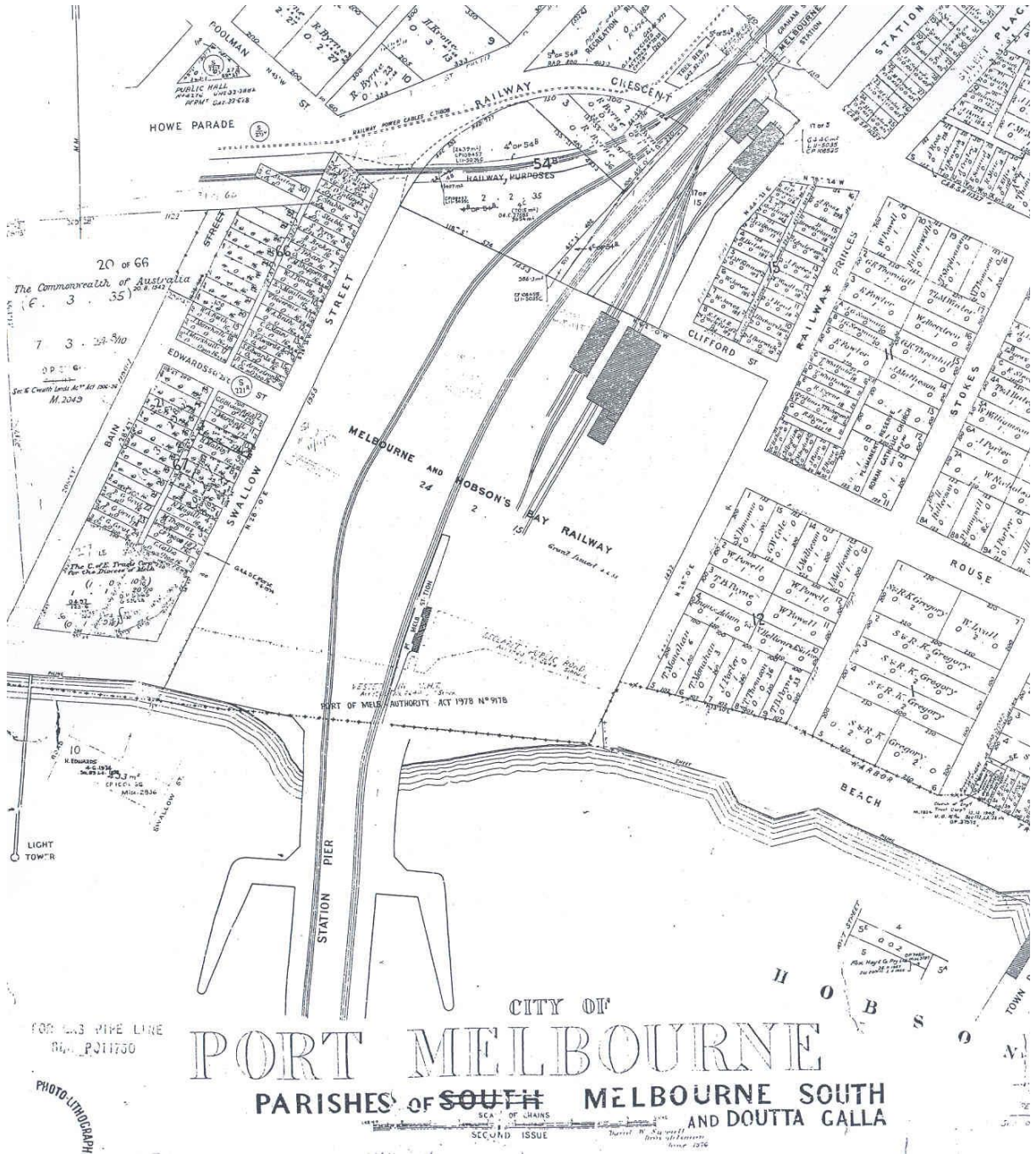


Figure 6.17-2 – City of Port Melbourne, Parish Map 1876



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



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.

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

6.18 Chusan Street (East St Kilda) - Ho385

Existing Designations:

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

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 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.

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.

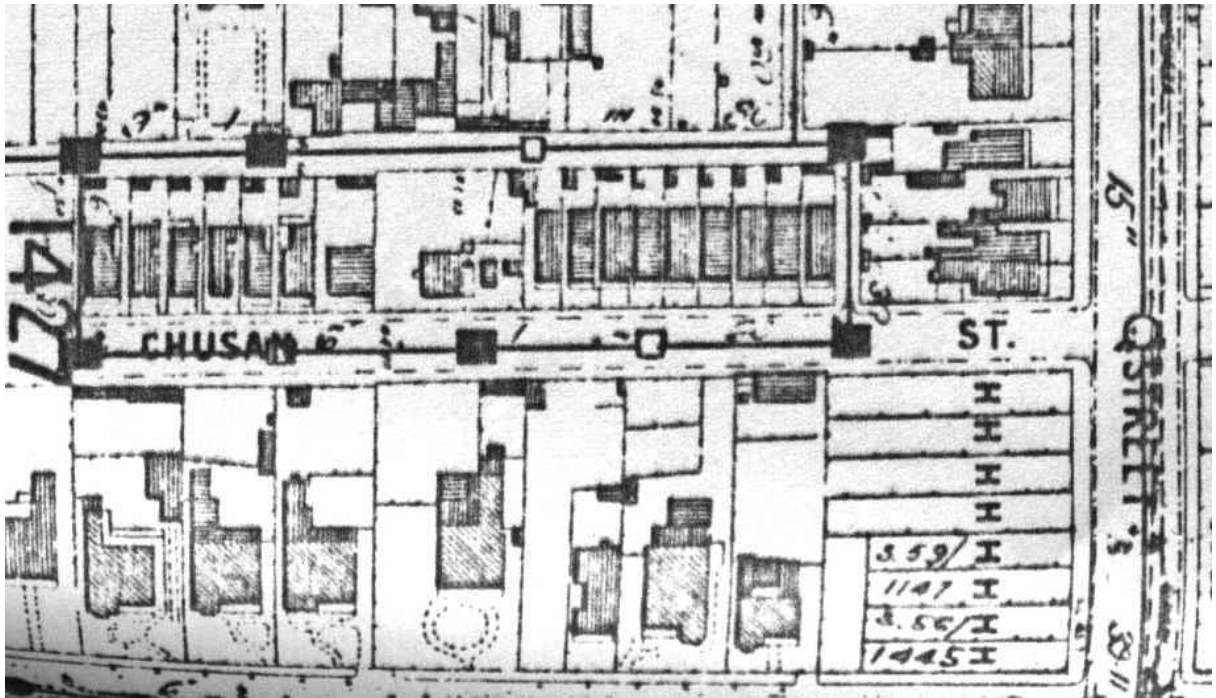


Figure 6.18-1 – MMBW Plan No 46 (c.1903) showing fully-developed Chusan Street



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

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

Existing Designations:

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

6.19.1 Description

The built fabric in Godfrey Avenue consists overwhelmingly of semi-detached pairs of single-storey brick dwellings in the Queen Anne Revival style, popularly referred to 'Federation'. These houses are typically asymmetrical in composition, with irregular hipped or gabled roofs clad in red terracotta tiles. The face red brick walls are articulated with roughcast rendered banding, and trims to chimneys and to the door and window openings. Many of the houses have curved bay windows, with spandrels above or below infilled with shingles, roughcast render 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 planes trees, which make a significant contribution to the historic streetscape.

6.19.2 History

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

The directory for the following year indicates that Godfrey Street, and the adjacent portion of Raglan Street, had filled out considerably. There were now thirteen occupied houses listed on each side of

the street, plus “two houses being built” on the north side, at No 18 and 20. On Raglan Street, the house at No 9 (by then occupied by Mrs J Cotter) had been supplemented by three more at Nos 11, 29 and 31, straddling the Godfrey Avenue corner. This was followed, a year later, by entries in the directory for a ‘house being built’ at No 13, plus another two occupied houses at Nos 25 and 27.

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

6.19.3 References

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

6.19.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

6.19.5 Comparative Analysis

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

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

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

Research to date suggests that there are relatively few examples of entire streets in the City of Port Phillip that are so strongly characterised by the type of housing seen in Godfrey Avenue. There is, for example, comparable Edwardian semi-detached housing on both sides of Milton Street in Elwood, but

this is limited only to the two-block portion between Addison Street and Broadway. Glenmark Street in St Kilda is another such example, although, in this case, the street itself is very short – less than half the length of the portion of Milton Street, and one-third the length of Godfrey Avenue. Moreover, many of the houses themselves, which are in a similar Victorian form to those in Lambeth Place, have had their distinctive red brickwork defaced by overpainting.

6.19.6 Statement of Significance

What is Significant?

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

How is It Significant?

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

Why is It Significant?

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

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

6.19.7 Recommendations

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

6.19.8 Assessment

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

6.20 Hammerdale Avenue (East St Kilda) - Ho387

Existing Designations:

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

6.20.1 Description

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

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

6.20.2 History

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

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

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

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

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

By this time, the land along the west 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 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 Jervis 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 Jervis 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.

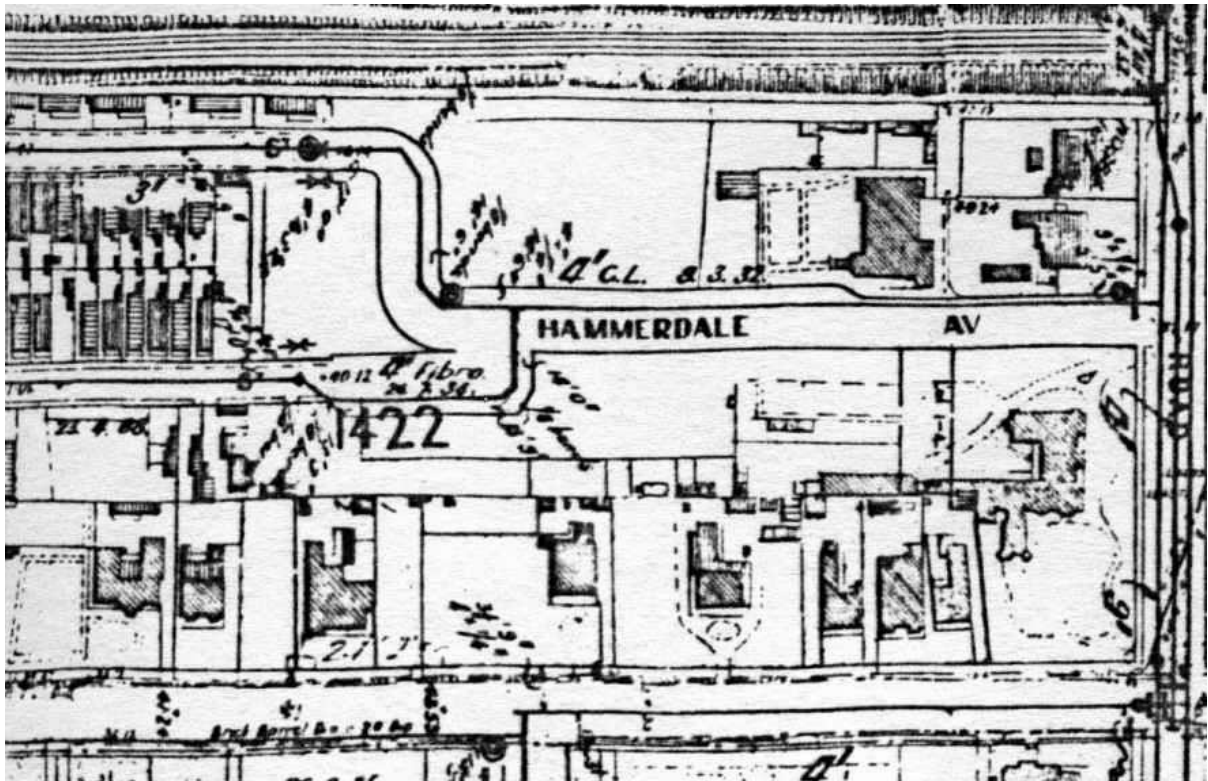


Figure 6.20-1 – MMBW Plan No 46 (c.1903) showing former Hammerdale estate

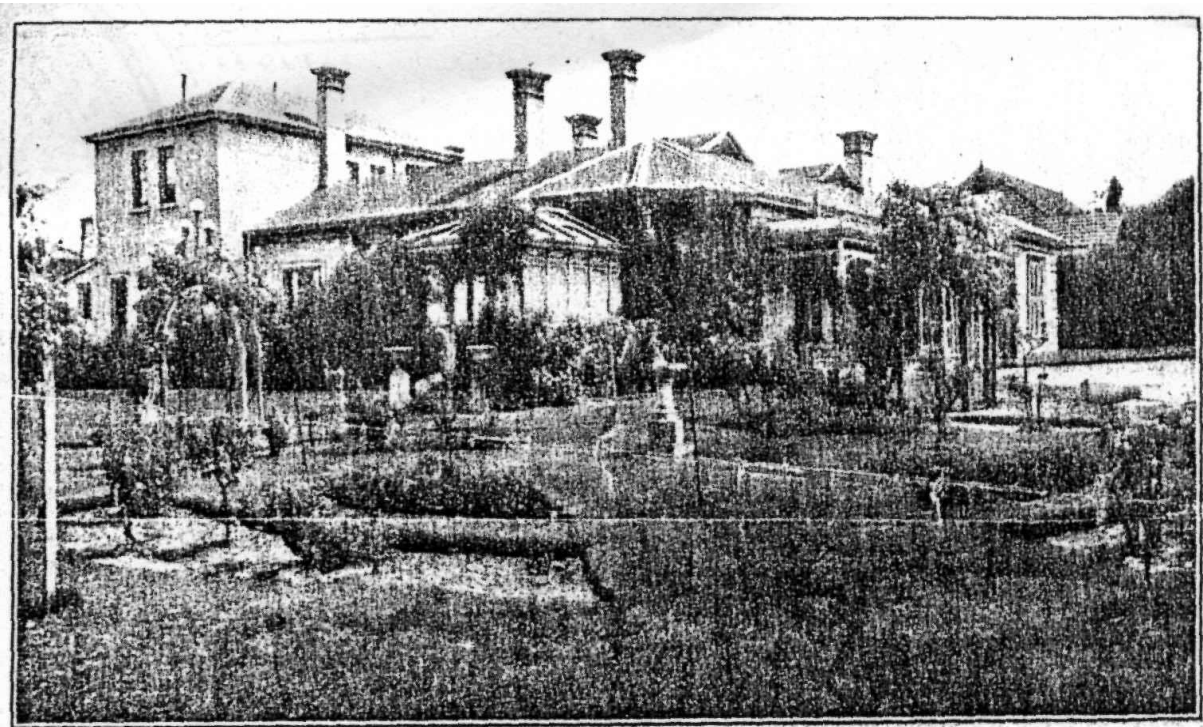


Figure 6.20-2 – Hammerdale (c.1868), home of prominent Melbourne auctioneer H M C Gemmell

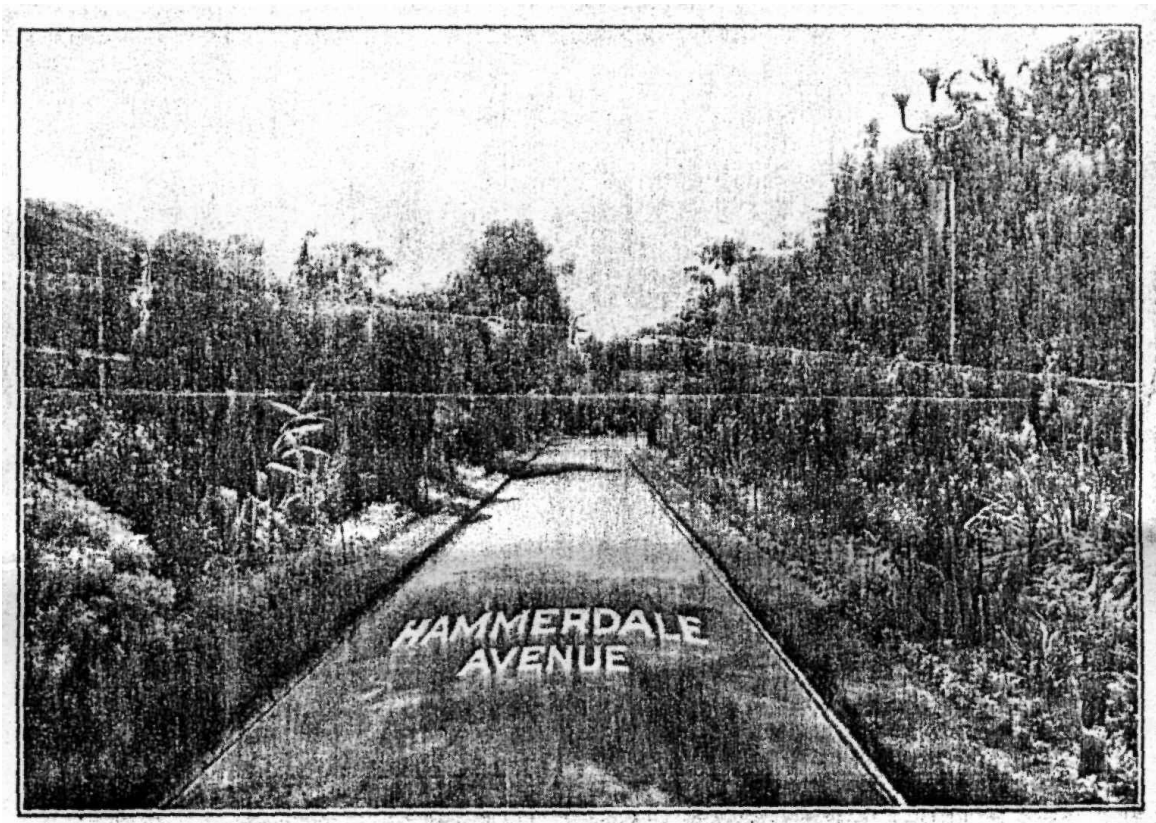


Figure 6.20-3 – Hammerdale Avenue prior to subdivision (from auction flyer, December 1925)



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

6.21 Holroyd Court (East St Kilda) - Ho388

Existing Designations:

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

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.

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.

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.

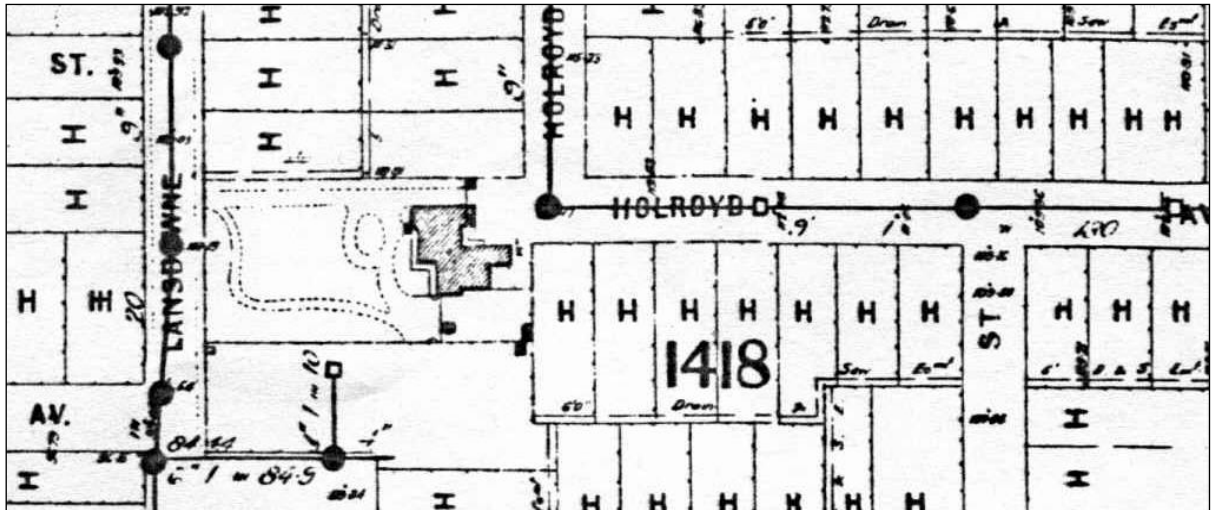


Figure 6.21-1 – Detail of MMBW Plan (c.1903) showing Fernacres estate on site of Holroyd Court



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)

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

Existing Designations:

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

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.

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 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

6.23 Mooltan Avenue (East St Kilda) - Ho390

Existing Designations:

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

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.

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.

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 longdemolished 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.

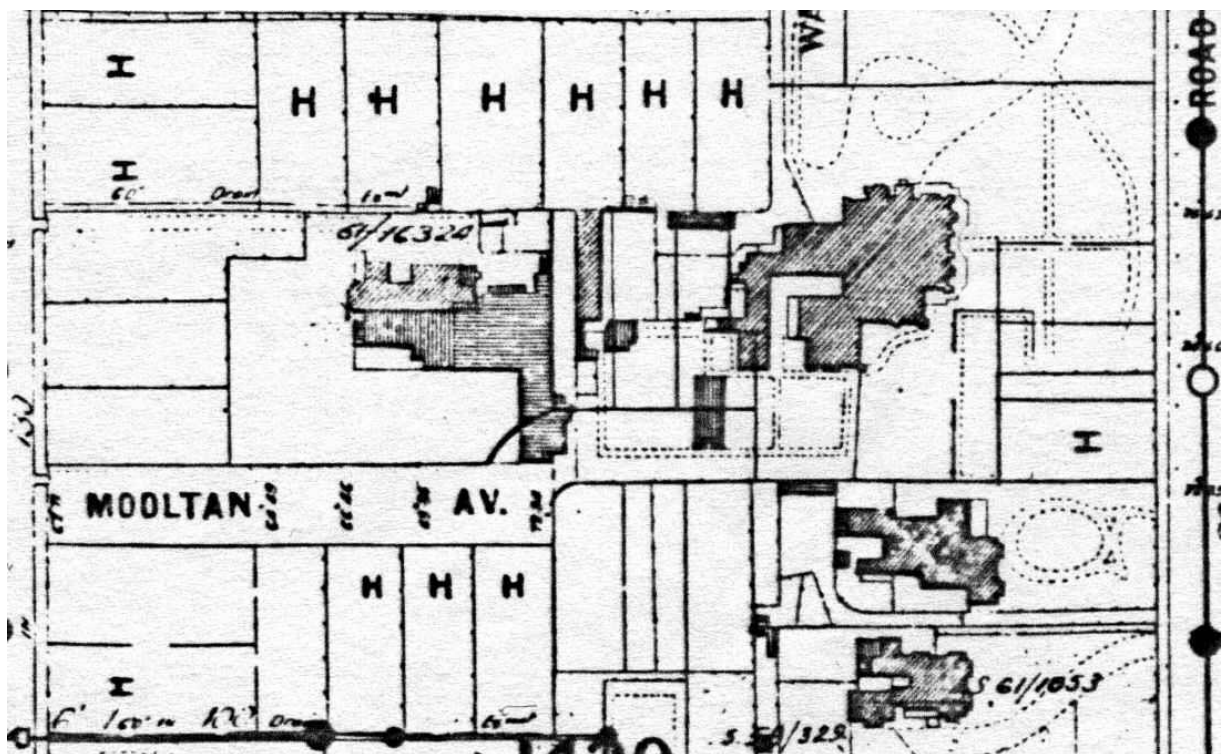


Figure 6.23-1 – MMBW Map (c.1903) showing Victorian estates from which Mooltan Ave was formed



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

6.24 Murchison Street/Alma Road (East St Kilda) - Ho391

Existing Designations:

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

6.24.1 Description

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

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

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

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

The individual dwellings are mostly double-fronted and asymmetrical in composition, with projecting porches to one side; a few (eg Nos 12) have symmetrical facades, with central porches. There is considerable variety amongst porch detailing, including those with square brick piers, (eg 7, 8, 13, 17 Murchison Street; 164 and 182 Alma Road), buttress-like elements (eg 23 Murchison Street and 160 Alma Road), or the ubiquitous roughcast tapered pillars (10, 15, 16, 19 Murchison Street). Gable ends are invariably infilled with timber singles (eg 2, 3, 4, 7, 13, 20, 22 Murchison Street and 164, 166, 168, 180, 184 Alma Road) or occasionally weatherboard (162 Alma Road) or strapped board (6 and 12 Murchison Street and 170 Alma Road) creating a half-timbered effect. Many of the 1920s houses also have bracketed eaves.

Amongst the houses in the precinct, there is considerably variety in window forms. The oldest surviving house in Murchison street, at No 12, has canted bay windows flanking the central entrance, while a number of the bungalow houses (particularly those in Alma Road) have curved bay windows (eg Nos 160, 174, 211, etc). The windows of most of the 1920s houses have timber-framed double-hung sashes, often with leadlight or lozenge glazing; the 1930s flats generally have steel-framed windows.

6.24.2 History

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

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

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

Further subdivision had taken place during 1923 with the carving up of a large tract of land along Lansdowne Road, which created new allotments fronting Alma Road, Lansdowne Road, and the dogleg eastern extension of Murchison Street. That same year, five new allotments were formed out of a large block on the south corner of Murchison and Alexandra streets. Further subdivision of the south side of Alma Road took place during 1924 in the form of a 27-lot estate that extended down Lansdowne Road to Kurrajong Street, included five lots fronting Alma Road (now Nos 203-211)

The release of this land prompted a minor development boom in the mid to late 1920s. The directory for 1925 listed two new houses on the north side of Murchison Street and eight on the south side (including “two houses being built” at Nos 21 and 23), plus two new houses on Lansdowne Street (Nos 20 and 22), on the Murchison Street intersection. Several other houses were built at the east end of the street in the late 1920s, including Nos 22 and 24 (c.1925) and 25, 27 and 29 (c.1926). The last of these, a particularly conspicuous atticstoreyed bungalow later known as Coonong Flats, was built (and presumably designed) by architect David Webb as his own home. Amongst the other early residents of Murchison Street were butcher James Bostock (No 4), manufacturers Wilfrid and Stephen Arnall (Nos 10 and 12) ledgerkeeper Hubert Hoare (No 14), and Albert Jacka (No 23), described in electoral rolls as a merchant, but better known locally as the first Australian recipient of the Victoria Cross and, later, Mayor of St Kilda.

During this time, the development of the contiguous portion of Alma Road was largely restricted to the north side of the street: there were nine occupied houses (Nos 160-170 and 176-80) in the 1924 directory, plus two more under construction (No 186-88). The following year, another 'two houses being built' were recorded at Nos 172-74. The land on the south side of Alma Road, between Wilgah Street and Lansdowne Road, remained entirely undeveloped until 1925, when the directory recorded 'two houses being built' (now Nos 209 and 211). These were promptly followed, a year later, by 'three houses being built' at Nos 199-203, and 'two vacant houses' at Nos 195-97.

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

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

6.24.3 References

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

6.24.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

6.24.5 Comparative Analysis

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

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

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

6.24.6 Statement of Significance

What is Significant?

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

How is It Significant?

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

Why is It Significant?

Historically, the Murchison Street/Alma Road Precinct is a representative example of a typical pattern of settlement in East St Kilda, where large Victorian properties were sold off and subdivided during the inter-War period. A small number of surviving Edwardian houses provide valuable evidence of the sparser residential settlement prior to the more intensive speculative subdivision and development of the 1920s. Aesthetically, it is a particularly intact streetscape of inter-War houses, consisting primarily of many fine bungalow-style single dwellings built in the early to mid-1920s, supplemented by some flats, duplexes, semi-detached pairs and detached dwellings built in the later

1920s and 1930s. The few remaining Edwardian houses, representing both detached timber dwellings (in Murchison Street) and semi-detached brick pairs (in Alma Road) are comparable in scale, form and material, if not in composition and detailing. Collectively, the housing displays notable cohesion in terms of its scale, composition, materials and detailing, with many properties retaining their original front fences. In Murchison Street, these qualities are enhanced by the street setting, which includes bluestone gutters to the street, wide nature strips and mature plane trees.

6.24.7 Recommendations

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

6.24.8 Assessment

Simon Reeves, Heritage Alliance. June 2004.

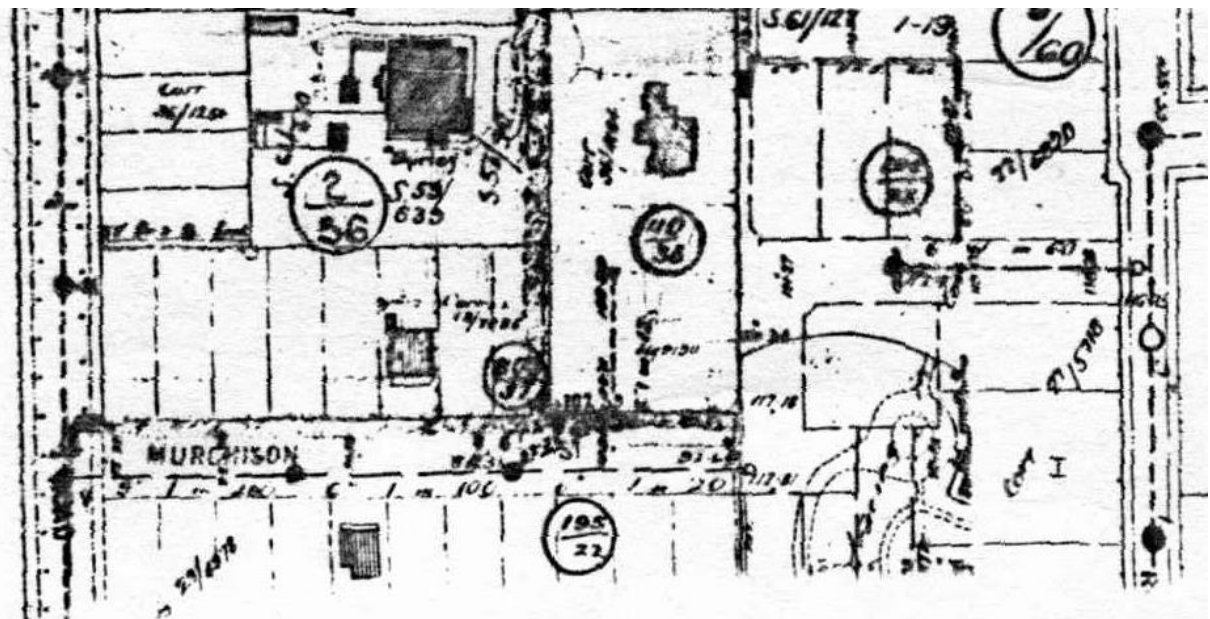


Figure 6.24-1 – MMBW Map (c.1903) showing Murchison Street, East St Kilda – note early houses on each side



Figure 6.24-2 – Timber house, 6 Murchison Street, East St Kilda



Figure 6.24-3 – Bungalow – 160 Alma Road (c.1925)



Figure 6.24-4 – Jacka’s house at No. 23 Murchison Street (1924)



Figure 6.24-5 – Flats, 18 Murchison Street (1938)



Figure 6.24-6 – Early 1910s houses in Alma Road



Figure 6.24-7 – Attic bungalow, 211 Alma Road, East St Kilda

6.25 Orange Grove (East St Kilda) - Ho392

Existing Designations:

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

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

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

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.

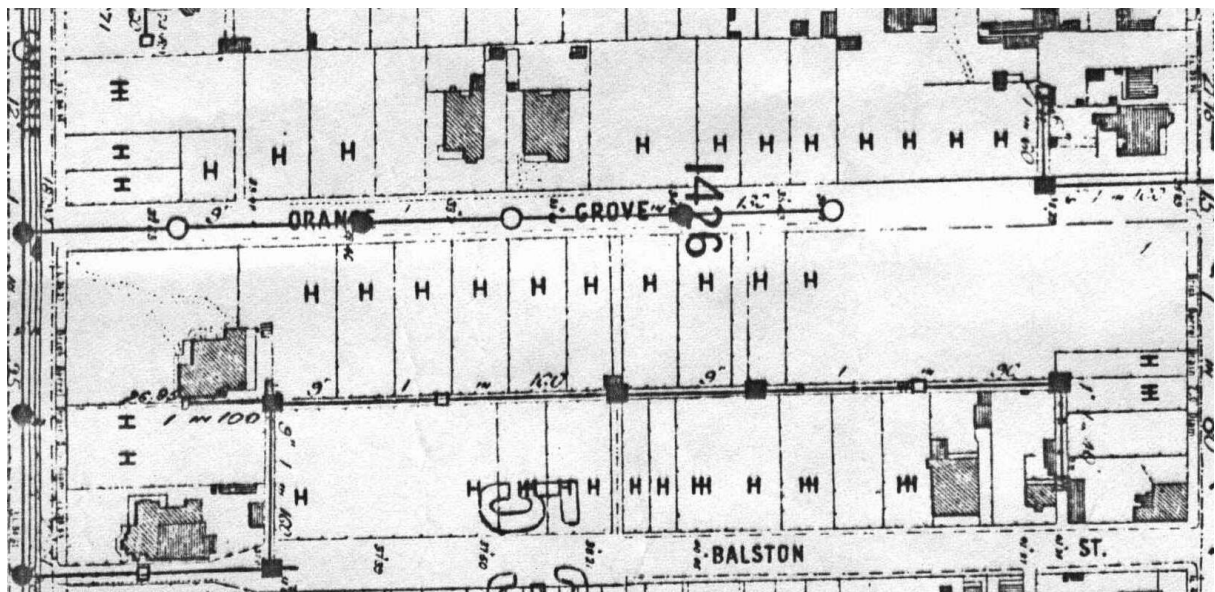


Figure 6.25-1 – MMBW Map (c.1903) showing limited development of Orange Grove, East St Kilda by that time



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)

6.26 Elwood Canal - Ho 402

Existing Designations:

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

6.26.1 Description

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

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

Between Glenhuntly Road and Marine Parade, the canal proper is flanked by broad expanses, variously grassed or gravelled, forming a reserve. The side fences of adjacent properties form the boundary of this reserve, while the bluestone-pitched laneways, which bisect the residential blocks, open directly onto it. Portions of the canal reserve as partly trafficable, with some adjacent properties having garages or vehicle gateways opening off. Numerous houses also have small pedestrian gates, and some of the inter-war houses and flats (eg 90 Ruskin Street, 2 Shelley Street) have discrete side entrances that provide access to (or from) the canal reserve. One c.1940s block of flats, at 21a Broadway, even has its principal frontage to the canal. Asphalt pathways wind along both sides of the canal; 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)

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

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

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

6.26.2 History

The Elwood Canal was built in stages as part of a grandiose scheme by the Public Works Department (PWD) to reclaim the South Swamp, a ubiquitous feature in Elwood in its earliest phases of post-contact settlement (see Thematic History). Following the alignment of Elster Creek, the canal was intended to drain the marshy land east of St Kilda Street (outside the present study area). Originally, the canal proper was designed to carry only flood water, with a large pipeline to each side to carry the stream at all other times.²³⁵ The entire scheme was devised by the PWD with the involvement of Carlo Catani, then Assistant Engineer, who later, as Chief Engineer, would be responsible for reclamation of the St Kilda foreshore, and the landscaping of the park that now bears his name. Construction of the £14,000 canal began in May 1889, with the contractors, Messrs Hendon, Clarke & Anderson, engaging sixty workmen. The first stage, from the beach to Glenhuntly Road, was completed in 1897, being ¾ mile (1.2 kilometres) long, 54 feet (16.5 metres) wide and 11 feet (3.4 metres) deep. The MMBW map, dated December 1897, shows the completed canal, with bridges at Marine Parade, Barkly Street and Glenhuntly Road, with another three indicated at the future alignments of Addison Street, Broadway and Shelley Streets. Only five of these were evidently built, described in one source as cast iron trough girder bridges with a non-structural concrete decking. Along the sides of the canal, metal mooring rings were fitted 'for the purpose of mooring pleasure boats in the stream'.²³⁶

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

²³⁵ Meyer Eidelson, 'Elwood Canal', 10pp unpublished typescript. p 4.

²³⁶ *ibid*

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

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

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

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

This period also saw the canal effectively change owners after the passing of the Metropolitan Drains and Rivers Act 1923, now falling under the jurisdiction of the Melbourne Metropolitan Board of Works (MMBW). With problems still in evidence five years later, the MMBW engineers put forward three possible solutions: the construction of sluice gates (to cost £57,000), the enlargement and regrading of the existing canal (£73,000), or the entire refilling of the canal to create land that could be sold off for subdivision (£200,000).²⁴⁰ 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'.²⁴¹ The government, however, refused to subsidise the project, and, even three years later, the council were still unable to gain approval. The 1930s saw the canal receive more bad publicity as the scapegoat for a polio epidemic in Melbourne's southern suburbs; even this prompted little remedial work until October 1937, when the MMBW announced that it would clear and widen the upper reaches of the Elster Creek.

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

²³⁷ J B Cooper. *The History of St Kilda*. Vol I, p 203.

²³⁸ L Alves, A Holgate & G Taplin. 'Monash Bridges: Typology study of Reinforced Concrete Bridges in Victoria 1897-1917'.

²³⁹ *Ibid*.

²⁴⁰ J B Cooper. *The History of St Kilda*. Vol I, p 208.

²⁴¹ *Ibid*, p 209.

allowance of £150,000 was made for the underground diversion of floodwaters. The works, which included a diversion canal through Elsternwick Park, were carefully monitored by the newly-formed Elwood Citizens Vigilance Committee, and completed in April 1958.²⁴² 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).²⁴³ 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,

²⁴² Anne Longmire. St Kilda: The Show Goes On. p 161.

²⁴³ A Holgate *et al.* Projects Index: bridges. http://home.vicnet.net.au/~aholgate/jm/mainpages/list_bridges.html

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

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

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

6.26.6 Statement of Significance

What is Significant?

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

How is It Significant?

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

Why is It Significant?

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

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

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

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

6.26.7 Recommendations

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

6.26.8 Assessment

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

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

Existing Designations:

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

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.

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).

6.27.2 History

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

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

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

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

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

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

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

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

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

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

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

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

6.27.3 References

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).

6.27.6 Statement of Significance

What is Significant?

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

How is It Significant?

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

Why is It Significant?

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

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

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

6.27.7 Recommendations

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

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

6.27.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).



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



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



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



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



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



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

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

Existing Designations:

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

6.28.1 Description

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

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

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

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

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

Edwardian housing also takes various forms. There are single-fronted timber cottages on the nineteenth century model (eg the identical pair at 2-4 Cyril Street), semi-detached brick pairs (eg 9-11 Cyril Street, 11-13 Byron Street), and fully detached houses in weatherboard (eg 14 Cyril Street) or brick (eg 12 Byron Street). The semi-detached pairs have symmetrical façades about a central party wall flanked by recessed porches, further enlivened by roughcast rendered banding and timber-framed windows with ripple iron awnings. Two similar pairs, albeit altered and far less intact, exist just outside the boundaries of the precinct at Nos 3-5 and 27-29 Byron Street. The Edwardian and early inter-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 entireties along its south side (five being vacant), its north side as yet unlisted. Construction of new houses in Cyril Street was slightly less intense, with four houses on the east side and five on the

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

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

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

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

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

6.28.3 References

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

6.28.4 Thematic Context

Building settlements, towns and cities:

- Planning urban settlement
- Making suburbs

6.28.5 Comparative Analysis

The housing within the Byron Street precinct is representative of the type of late Victorian Boom-period development that is ubiquitous across Melbourne's inner suburbs, including many parts of the City of Port Phillip such as St Kilda, East St Kilda, 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, Glenhantly Road and Ormond Road. In contrast to those mentioned above, these estates never actually developed with dense rows of housing, but simply with a few isolated villas. In any case, no evidence of either estate now survives, with the exception of a pair of much-altered brick villas at 54-46 Spray Street.

6.28.6 Statement of Significance

What is Significant?

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

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

How is It Significant?

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

Why is It Significant?

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

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

6.28.7 Recommendations

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

6.28.8 Assessment

Simon Reeves, Heritage Alliance (June 2005).



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



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



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



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



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



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

6.29 McCrae Street (Elwood) - HO 405

Existing Designations:

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

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

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

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.

6.30 Nightingale Street Precinct– Ho439

Existing Designations:

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

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).

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

vener 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

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

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

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

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

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

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

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

6.30.3 References

1. City of St Kilda Rate Books. 1875 onwards.
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, Jervis, Leslie and Chusan streets. As shown on the map, most of these streets were characterised by single-fronted timber cottages, with a lesser amount of double-fronted villas and houses of brick construction. In some cases, the development was less dense than seen in the present precinct, with vacant allotments that would subsequently be built upon in the early twentieth century.

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

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

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

6.30.6 Statement of Significance

What is Significant?

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

How is It Significant?

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

Why is It Significant?

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

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

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

6.30.7 Recommendations

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

6.30.8 Assessment

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

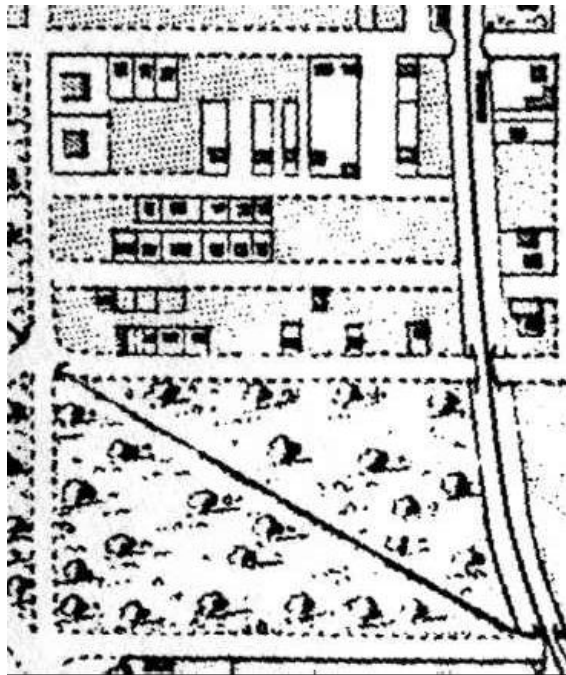


Figure 6.30-1 – Area bounded by Carlisle, Chapel, Grosvenor streets and the railway, as shown on Cox Survey Map (1866)

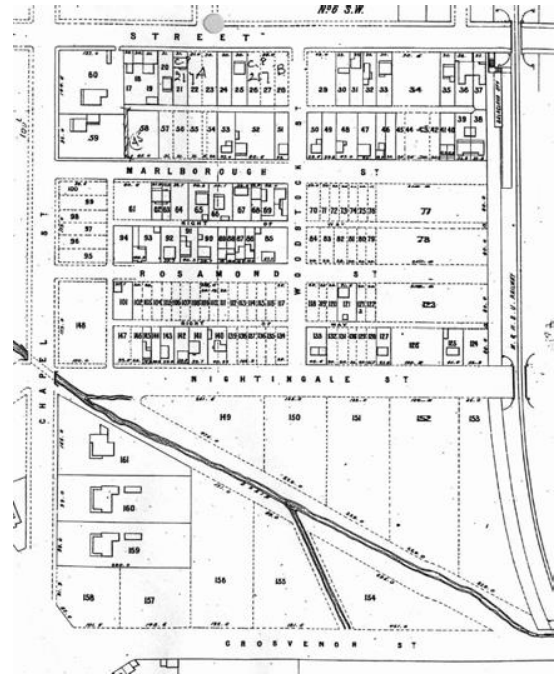


Figure 6.30-2 – Area bounded by Carlisle, Chapel, Grosvenor streets and the railway, as shown on Vardy Map (1873)

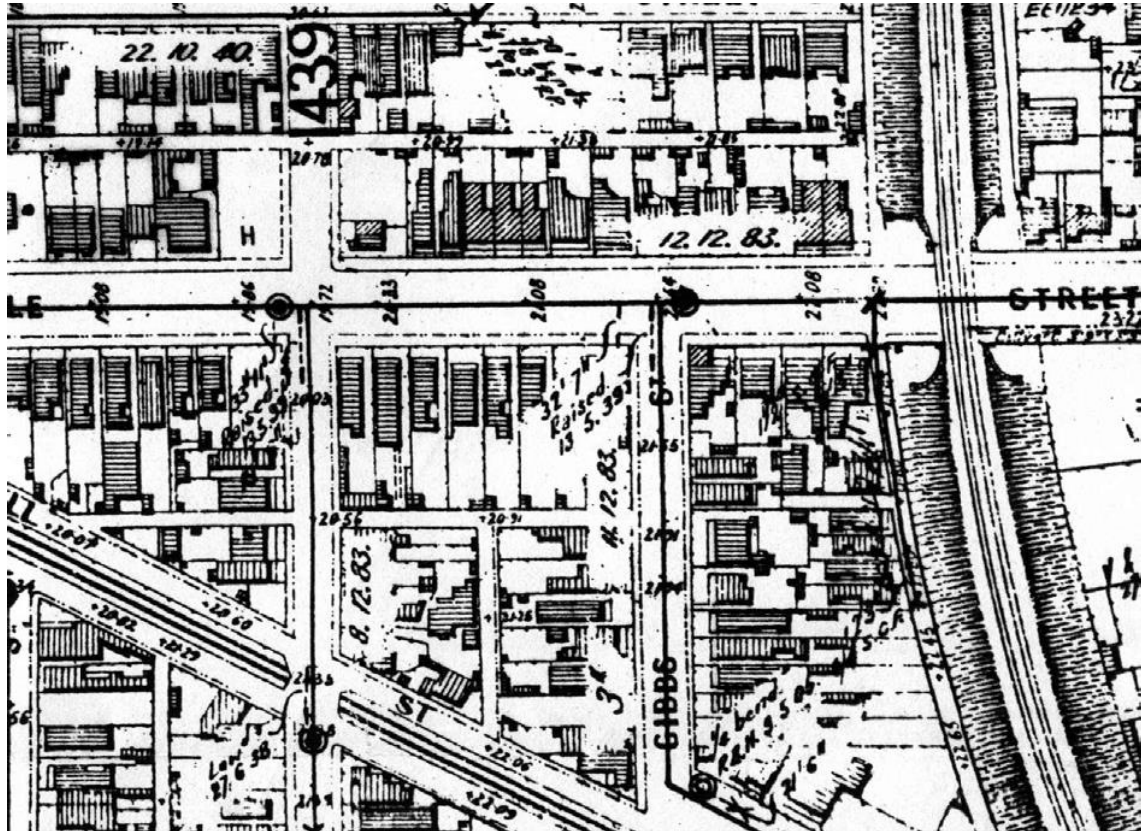


Figure 6.30-3 – Detail of MMBW Map No 45 (c.1900) showing Gibbs Street and parts of Nightingale and Woodstock streets; note row of four small cottages fronting Railway Place (alongside railway embankment)



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



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



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



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



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



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

6.31 Emerald Hill Residential Precinct – Ho440

Existing Designations:

Heritage Council Register: nil

National Estate Register: nil

National Trust Register: nil

Previous Heritage Studies:

Conservation Study 1975: Precincts 4, 5, 6 (part), 13 (part), 14 (part), 15 and 21 (part)

Conservation Study 1987: UCI: Precincts A and M

Heritage Review 2000: Heritage Overlay 3 (part)

6.31.1 History

When Melbourne was first settled in the 1830s, the low-lying and largely swampy land to the south of the Yarra River was initially considered unsuitable for development. With the onset of the Gold Rush in 1851, an immigration depot was established on the western side of St Kilda Road, but this quickly became inadequate for the many thousands of incoming fortune-seekers. To alleviate this pressure, the government allocated part of the swampland further to the west, which developed into sprawling settlement of tents nicknamed Canvas Town. In the City of Port Phillip Heritage Review, Andrew Ward paints a vivid picture of this early development: When William Howitt arrived in September 1852, the locality was covered in tents in which hundreds of immigrants were housed at the punitive rate of five shillings a week. From December, a much larger Canvas Town of government tents with some timber barracks near Princes Bridge “bloomed” along the west side of St. Kilda Road, south of its junction with City Road. Thousands were housed there until 1854.²⁴⁴ A more ordered solution was needed and it was in 1852 that surveyor Hoddle prepared a plan for a new township to be located on and around Emerald Hill, which represented the highest point in the area. Hoddle’s scheme imposed a grid-like street layout, set at an angle between the existing thoroughfares of Sandridge Road (now City Road) and Beach Road (now Albert Road).

The first land auction took place in August 1852, when 67 allotments were sold in the area bounded by Grant, Clarendon, Coventry and Cecil streets.²⁴⁵ Residential settlement was facilitated by the creation of some new streets that bisected the existing blocks, such as Coventry Place and Morris Street. Neither of these streets was provided with a rear laneway, as running water would not be introduced in the area until 1860.²⁴⁶ Mostly speculators, the new land owners included one Robert Patterson, who, between 1853 and 1855, erected a colony of prefabricated iron houses on a one-acre block bounded by Coventry, Dorcas, Ferrars and Montague streets.²⁴⁷ This development commenced with a row of five six-roomed cottages along the south side of Coventry Street, followed by fourteen smaller two-roomed cottages in what became known as Patterson Place.²⁴⁸ Around the same time, a number of prefabricated timber houses of southeast Asian origin (now generally referred to as Singapore Cottages) are known to have been erected by a Chinese carpenter

²⁴⁴ Andrew Ward, op cit, pg 12

²⁴⁵ A Bunnett, ‘Early Development’, in *Lurking in Lanes: A Back Fence History of the Lanes and Little Streets of Port Phillip*, p 5.

²⁴⁶ A Bunnett, ‘Early Development’, p 5.

²⁴⁷ M Lewis, *The Portable Building*, Section 25.15.

²⁴⁸ The larger iron houses stood at what were Nos 88, 90, 98, 106 and 110 Coventry Street (now 1 Patterson Place and Nos 381, 391, 399 and 401-403 Coventry Street) and the smaller ones at Nos 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 and 16 Patterson Place and 88a Coventry Street (to the rear of No 90, fronting Patterson Place). See MMBW Detail Plan Nos 541 & 545, dated October 1894.

named Louis Ah Mouy.²⁴⁹ The early presence of Chinese immigrants in South Melbourne – initially spurred by the Gold Rush of the early 1850s – also prompted the erection of a lodging house between Raglan and Cobden Streets in 1855.²⁵⁰ A joss house opened a year later, which was replaced ten years thence by a larger and grander structure, the See Yup- temple (which still survives at 76 Raglan Street).

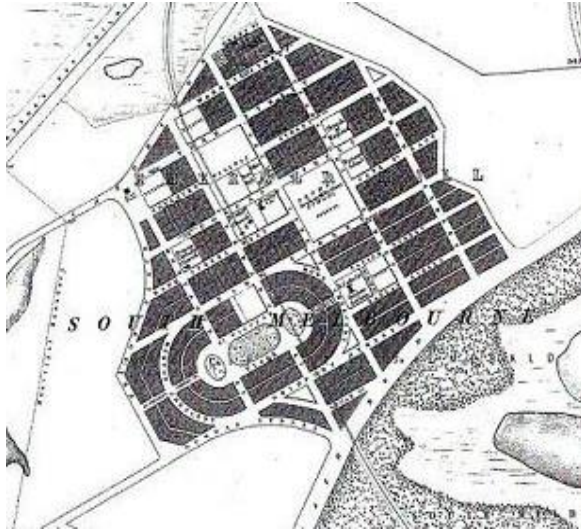


Figure 6.31-1 – The proposed extent of Emerald Hill (1855)

(source: Map Collection, State Library of Victoria)

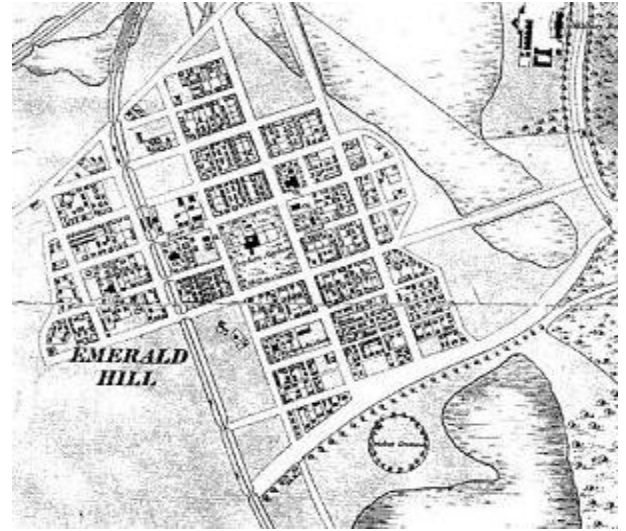


Figure 6.31-2 – The developed extent of Emerald Hill (1866)

(source: Map Collection, State Library of Victoria)



Figure 6.31-3 – Robert Patterson’s two-roomed prefabricated iron cottages in Patterson Place, still intact in a photograph taken in 1933

(source: Picture Collection, State Library of Victoria)

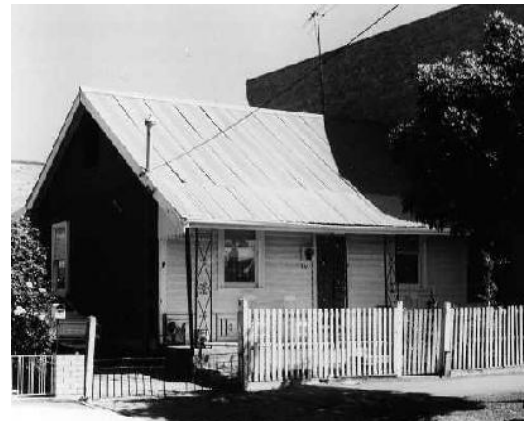


Figure 6.31-4 – A larger iron cottage at 391 Coventry Street, photographed in 1961 in an altered state.

(source: Picture Collection, State Library of Victoria)

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

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

²⁵⁰ S Priestley, *South Melbourne*, p 64.

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

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

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

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

²⁵¹ Information provided by Adair Bunnett.

²⁵² Allom Lovell Sanderson, p4/3

²⁵³ Allom Lovell & Associates, 'South Melbourne Urban Conservation Study', p 3.24. In this study, the Heather Street Reserve (as it was then described) was documented, assessed and recommended for inclusion as a discrete heritage precinct in its own right.

development beyond the limits of the original Emerald Hill plan. By the early 1870s, residential settlement had spread even further beyond the limits, to Bridport Street, Cardigan Place and – on the eastern side – along a series of new streets off Eastern Road, including Palmerston and Stead streets. However, as Allom Lovell Sanderson has noted: While there was considerable building activity, the area appears not to have been closely built upon during the first two decades. As a result, subsequent development has been in the nature of an infill between, and replacement of, the first buildings. The quality can be recognised today and is the foundation of the character.²⁵⁴

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



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

(source: Picture Collection, State Library of Victoria)

²⁵⁴ Allom Lovell Sanderson p3/3



Figure 6.31-6 – The extent of commercial development along Clarendon Street, as seen in a c.1908 postcard

(source: Picture Collection, State Library of Victoria)



Figure 6.31-7 – Emerald Court, the Housing Commission of Victoria's first high-rise flat development (1959-60)

(source: 22nd Annual Report of the HCV)

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

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

As new development continued into the post-war era, some of the earliest evidence of European settlement in the Emerald Hill area was lost. The cluster of prefabricated iron houses in and around Patterson Place, for example, gradually disappeared during the 1950s and '60s. Most of these were demolished, although a few were dismantled for possible relocation elsewhere – one, for example, being re-erected at the Pioneer Settlement at Swan Hill.²⁵⁵ By the early 1970s, only one survivor still remained in more or less intact condition, at 399 Coventry Street. This was acquired and restored by the National Trust of Australia (Victoria), and now, along with two other rare examples relocated to the site from Fitzroy and North Melbourne, forms part of a unique prefabricated house museum.

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

²⁵⁵ M Lewis, *The Portable Building*, Section 25.15.

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

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

From 1972, the Commission returned to low-rise residential development. Once again, the Emerald Hill area served as a laboratory for new housing types. The Commission erected a three-storey block of modern terrace houses in Raglan Street in 1975 that, with their face brick walls and tiled roofs, represented a stark contrast to the massive concrete counterparts of the previous decade. The Raglan Street flats subsequently received the RAI A Bronze medal for Housing in 1975 – the first time that the Housing Commission had ever received a state architectural award.²⁵⁶ From the early 1980s, when the Housing Commission was restructured and re-branded as the new Ministry of Housing, new residential developments became even more intimately scaled and often included design input from private architectural firms.²⁵⁷ In South Melbourne, large area bounded by Nelson Road, Pickles Street and Normanby Road (just outside the boundaries of the present precinct) was redeveloped with townhouses and low-rise flats designed by Robert Pierce, Geoff Sargeant and others.²⁵⁸ While this necessitated the demolition a number of early Victorian cottages, the replacement buildings were designed in a sympathetic fashion that paid some homage to the traditional scale, form, setback and materials of the historic streetscapes. Since that time, a comparable approach has been encouraged for most new residential development within this historic area.

6.31.2 Description

The boundaries of this precinct cover most of what was defined in the mid-1850s as the original Emerald Hill settlement. The eponymous hill – once the site of the Roman Catholic orphanage and latterly (since 1879) of the South Melbourne Town Hall and associated government buildings – remains as a prominent feature, with the surrounding residential areas sloping gently downwards in all directions. While the hill itself forms the historical, cultural and topographical lynchpin for the current precinct, it should be noted that it does not, strictly speaking, form part of it. Not only has it already been incorporated into the heritage overlay schedule as a separate area, the Emerald Hill Estate (HO30), but it is also included on the Victorian Heritage Register (HI 136) as a precinct of state significance.

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

²⁵⁶ Philip Goad, *Judging Architecture: Victorian Architecture Awards, 1929 to 2003*, p 291. See also *Architect*, November 1975, p 12.

²⁵⁷ John Devenish, 'Victorian Ministry of Housing: Style replaces Stigma', *UIA: International Architect*, No 4 (1984), p 20.

²⁵⁸ 'Ministry of Housing: Infill Housing, South Melbourne', *UIA: International Architect*, No 4 (1984), p 26.

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

Modest double-fronted timber cottages proliferate throughout the precinct. These were generally built very close together and with narrow setbacks – in many cases, being set back only by the width of their verandahs (eg 75 Cobden Street, 72 Raglan Street, 10 Dow Street; 16 and 18 Coventry Place and many others). One early cottage at 1 Morris Street, dating back to 1855, is actually built right to the street but with its principal façade (and verandah) perpendicular to it – a unique survivor of early building activity prior to formal planning and street layouts. As Allom Lovell Sanderson have succinctly noted, “these early timber-clad buildings are of significance to Melbourne as a whole, because of their rarity in a city dominated by masonry buildings. Every opportunity to preserve these buildings should be taken.”²⁵⁹

Modest houses of this type tend to be small in scale, with relatively low roofs and often originally only one room deep (invariably since extended). Others are two rooms deep, but with separate gabled roofs to create a distinctive M-shaped profile to the side elevations (eg 11 Coventry Place; 92 Cobden Street, 47 and 49 Church Street). While these early cottages are mostly of timber construction, there are also some counterparts in brick (eg 22 Raglan Street, or the unusual semi-detached pair at 348-350 Moray Street), and a few in bluestone (eg 314 Coventry Street). An interesting example in rendered brick (74 Raglan Street) is also built right to the street boundary. Robert Patterson’s last intact surviving six-roomed prefabricated iron houses still stands at 399 Coventry Street, while another evidently remains at No 391 in a somewhat altered condition.²⁶⁰ Another much-altered iron house exists nearby at 306 Bank Street, now with a brick façade that is believed to date from the early 1880s.²⁶¹ Further evidence of this era of prefabrication (and, indeed, of early Chinese settlement) is provided by a unique remaining example of a timber-framed “Singapore Cottage”, one of several known to have been built by carpenter Louis Ah Mouy, which rather miraculously survives at 17 Coventry Place.

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

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

²⁵⁹ Allom Lovell Sanderson, p 3/13

²⁶⁰ Information provided by Adair Bunnett, who has further noted that the “In Patterson Place, behind the remaining iron house is what is undoubtedly the frame of an iron house, which has received new cladding”.

²⁶¹ National Trust of Australia (Victoria), Citation for 306 Bank Street (B5433). See also Lewis, *op cit*, Section 25.14.

bichromatic, have typical Boom-style parapets with balustrades, orbs and other embellishments. Notable clusters include the fine rows of 1870s cottages along Palmerston Crescent, Stead Street and the eastern end of Cobden Street (which fall just outside the original 1855 extent of the Emerald Hill township) and the Boom-style cottages in the narrow stretch of Thomson Street (west of Clarendon Street). Another pair, in bichromatic brick, stands in the even narrower and bluestone-pitched street known as Gladstone Grove (off Montague Street, near Patterson Place). Single-fronted timber cottages exist in some notable strips in Queen Street, Emerald Street, Nelson Place, Hotham Street, Union Street, Francis Street, Coote Street, Coventry Place, Morris Street and Palmer Street.

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



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



Figure 6.31-9 – Prefabricated iron house (c.1853) at 399 Coventry Street, with double-storey terraces and corner hotel



Figure 6.31-10 – Early houses in Cobden Street, including Georgian-style terraces and a double-fronted timber villa



Figure 6.31-11 – Row of single-fronted brick cottages, with typical Boom-style parapets, in Thomson Street

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

The commercial strip of Clarendon Street remains strongly characterised by late Victorian double-storey residential shops, which are similarly expressed with rendered facades and Italianate detailing such as arched windows, projecting sills, rusticated quoining, dentillated cornices and other moulded embellishments. Some of these shops retain remnants of their early or original shopfronts, with splayed entrances, tiled spandrels and timber-framed windows. The strip also includes the three-storeyed Albion Hotel (now Clarendon Hotel) at No 209 and two equally striking bank buildings: the former Bank of Australia (now a bottle shop) at No 295, in the Renaissance Revival style, and the former ES&A Bank (now ANZ) at No 307, in the Gothic Revival style. Further south, at No 351, a single-storey Classical-style building (now an accountant's office) represents a surviving fragment of the former Melbourne Savings Bank premises (1884) that once occupied the entire corner site.



Figure 6.31-12 – Suo Marte Terrace (1885), a fine row of double-storey rendered terraced houses in Ward Street



Figure 6.31-13 – Row of ornate Boom-style rendered brick residential shops along Clarendon Street

Although Clarendon Street was (and still is) the precinct's principal commercial zone, a number of Victorian shops of comparable (or even earlier) date can be found in Moray Street. There are several residential shops (Nos 206-208, 244), as well as traditional 'corner shops', with the ubiquitous splayed entrance, at Nos 290 (in bichromatic brick) and Nos 283, 299 and 315 (in rendered brick). A notable survivor is the early (c.1870) single-storeyed shop at No 300-302. Victorian residential shops can also be found scattered throughout the precinct, including several in rendered brick (eg 168 and 174 Cecil Street) and at least two early block-fronted timber examples (ie 378 Coventry Street and 440 Park Street, the latter with shopfront windows retaining mid-twentieth century advertising decals).

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

The precinct also contains a considerable number of surviving nineteenth century hotels, which, like the corner shops, have traditional splayed entrances. Some of these hotels are simply detailed, with stark rendered walls, plain parapets and windows while others – generally of later date – are embellished with rendered cornices, stringcourses, architraves and other decorative mouldings.

6.31.3 References

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

6.31.4 Thematic Context

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

6.31.5 Comparative Analysis

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

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

Like Emerald Hill, Sandridge (Port Melbourne) began with a town plan laid out by Robert Hoddle, which was revised to its present form in 1855. Its subsequent development echoes that of Emerald Hill, with residential and commercial development in the 1850s and '60s, followed by a subsequent boom in the 1870s and '80s, and successive layers of redevelopment in the twentieth century. Today, Port Melbourne's building stock remains comparable to that in the Emerald Hill area. There is remnant housing from the 1850s and '60s – mostly of brick construction – and later dwellings from the 1870s and '80s. Port Melbourne also has a distinct area of larger and grander Victorian dwellings (in Evans and Station streets), which is comparable to those along Nelson Road, Albert Road and Raglan Street in Emerald Hill. The Bay Street streetscape – Port Melbourne's principal commercial strip – also has parallels with Clarendon Street. Both are characterised by Victorian residential shops, although the former tends to retain a higher proportion of buildings (including hotels) from the

1870s. Port Melbourne also has more surviving government buildings from its earliest phase, ie court house (1860), post office (1861) and police station (1864). Counterparts in Emerald Hill no longer survive, having been replaced by newer buildings (mostly located in the South Melbourne Town Hall precinct) from the 1880s to the 1920s.

6.31.6 Statement of Significance

What is Significant?

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

How is It Significant?

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

Why is It Significant?

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

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

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

by the commercial development along Clarendon Street, which ties the two residential halves of the precinct together.

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

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

6.31.6.1 Recommendations

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

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

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

6.31.7 Assessment

Simon Reeves, Heritage Alliance. Revised September 2008 and February 2009 and June 2010.