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**CITY OF GLEN EIRA
HERITAGE MANAGEMENT PLAN 1996**



VOLUME TWO



**CITY OF GLEN EIRA
HERITAGE MANAGEMENT PLAN 1996**

VOLUME TWO

September 1996

CONTENTS

VOLUME ONE

Executive Summary	1
1. Introduction	7
2. Background History of Glen Eira	10
2.1 Introduction	11
2.2 Pastoral Prelude (1830's-1840's)	12
2.3 Land Sales and the Road Boards (1850's-1860's)	19
2.4 Proclamation of Shires and Land Boom (1870's-1890's)	31
2.5 The Post Federation Years (1900's-1910's)	50
2.6 Suburban Expansion and Consolidation (1920's-1930's)	60
2.7 Epilogue (1940's onwards)	77

VOLUME TWO

3. Historic Areas	2
3.1 Introduction	2
3.2 Elsternwick Historic Area	6
3.2.1 Description	6
3.2.2 Historical Background	16
3.2.3 Schedule of Contributory Sites	18
3.2.4 Statement of Significance	22
3.3 Gladstone Parade Historic Area	24
3.3.1 Description	24
3.3.2 Historical Background	28
3.3.3 Schedule of Contributory Sites	31
3.3.4 Statement of Significance	31
3.4 Derby Road Historic Area	32
3.4.1 Description	32
3.4.2 Historical Background	35
3.4.3 Schedule of Contributory Sites	36
3.4.4 Statement of Significance	36
3.5 Caulfield North Historic Area	51
3.5.1 Description	51
3.5.2 Historical Background	55
3.5.3 Schedule of Contributory Sites	58
3.5.4 Statement of Significance	59
3.6 Lempriere Avenue and "Greenmeadows Gardens" Historic Area	60
3.6.1 Description	60
3.6.2 Historical Background	60

3.6.3	Schedule of Contributory Sites	63
3.6.4	Statement of Significance	63
3.7	Vadlure Avenue Historic Area	70
3.7.1	Description	70
3.7.2	Historical Background	70
3.7.3	Schedule of Contributory Sites	70
3.7.4	Statement of Significance	70
3.8	The "Hillcrest" Estate Historic Area	73
3.8.1	Description	73
3.8.2	Historical Background	73
3.8.3	Schedule of Contributory Sites	73
3.8.4	Statement of Significance	75
3.9	The "Beauville" Estate Historic Area	78
3.9.1	Description	78
3.9.2	Historical Background	78
3.9.3	Schedule of Contributory Sites	79
3.9.4	Statement of Significance	79
3.10	Crompton Court Historic Area	82
3.10.1	Description	82
3.10.2	Historical Background	82
3.10.3	Schedule of Contributory Sites	82
3.10.4	Statement of Significance	82
3.11	Astolat Avenue Historic Area	85
3.11.1	Description	85
3.11.2	Historical Background	85
3.11.3	Schedule of Contributory Sites	85
3.11.4	Statement of Significance	85
3.12	Park Crescent Historic Area	88
3.12.1	Description	88
3.12.2	Historical Background	88
3.12.3	Schedule of Contributory Sites	88
3.12.4	Statement of Significance	88
3.13	Glen Eira Road Historic Area	91
3.13.1	Description	91
3.13.2	Historical Background	91
3.13.3	Schedule of Contributory Sites	97
3.13.4	Statement of Significance	97
3.14	Chloris Crescent Historic Area	99
3.14.1	Description	99
3.14.2	Historical Background	99
3.14.3	Schedule of Contributory Sites	103
3.14.4	Statement of Significance	104
3.15	"Glen Huntly Park" Estate Historic Area	105
3.15.1	Description	105
3.15.2	Historical Background	105
3.15.3	Schedule of Contributory Sites	106
3.15.4	Statement of Significance	106
3.16	Sidwell Avenue Historic Area	112
3.16.1	Description	112

3.16.2	Historical Background	112
3.16.3	Schedule of Contributory Sites	112
3.16.4	Statement of Significance	113
3.17	Booran Road Historic Area	117
3.17.1	Description	117
3.17.2	Historical Background	117
3.17.3	Schedule of Contributory Sites	117
3.17.4	Statement of Significance	117
3.18	South Caulfield Shopping Centre Historic Area	121
3.18.1	Description	121
3.18.2	Historical Background	121
3.18.3	Schedule of Contributory Sites	124
3.18.4	Statement of Significance	124
3.19	Ormond 1 and Ormond 2 Historic Area	126
3.19.1	Description	126
3.19.2	Historical Background	131
3.19.3	Schedule of Contributory Sites	134
3.19.4	Statement of Significance	136
3.20	Bentleigh Historic Area	137
3.20.1	Description	137
3.20.2	Historical Background	137
3.20.3	Schedule of Contributory Sites	139
3.20.4	Statement of Significance	140
3.21	Bailey Avenue/Myrtle Street Historic Area	142
3.21.1	Description	142
3.21.2	Historical Background	142
3.21.3	Schedule of Contributory Sites	146
3.21.4	Statement of Significance	146

VOLUME THREE

4.	Individual Buildings and Places	1
4.1	Individual Buildings and Places	2
4.2	The Data Sheets	9

VOLUME FOUR

5.	The City of Glen Eira Heritage Management Plan	1
5.1	Introduction	2
5.2	Conservation Policy	3
5.2.1	Responsibility	3
5.2.2	Understanding	4
5.2.3	Advocacy	4
5.2.4	Action	4
5.3	Conservation Strategy - Statutory Initiatives	4
5.3.1	The Planning and Environment Act 1987	4
5.3.2	The Australian Heritage Commission Act 1975	5

5.3.3	The Heritage Act 1995	7
5.3.4	Heritage Victoria	8
5.3.5	Planning Scheme Controls	8
5.3.6	Recommendations to Council	8
5.4	Conservation Strategy - non-statutory initiatives	17
5.4.1	Detailed Policies and Guidelines	17
5.4.2	Reference Library of Conservation Literature	18
5.4.3	Capital Works Program	18
5.4.4	Community Consultation	19
5.4.5	Heritage Advisory Service	19
5.4.6	Rate Abatement	20
5.4.7	Publication of the Heritage Management Plan	20

Appendix A: Heritage Guidelines for Homes in Elsternwick

Appendix B: Model Heritage Controls

Appendix C: Field Surveys (separate)

Glossary

3. HISTORIC AREAS

3.0 Historic Areas

3.1 Introduction

The field surveys, carried out for the former municipality of Caulfield in February to June, 1990 and for the northern portion of the former municipality of Moorabbin in April, 1996, identified twenty areas with a cohesive historic character demonstrating aspects of the new City of Glen Eira's growth. They include residential areas from the Victorian, Edwardian and Inter-war periods and three shopping centres also expressive of these major growth periods.

The study process involved the appraisal of the whole of the City in terms of the criteria developed by Heritage Victoria for this purpose. These criteria are set down below:

- *Important for reasons of artistic, religious, spiritual, symbolic, cultural, educational or social associations.*
- *Represents or be an extraordinary example of a way of life, activity, custom, process or function.*
- *Has been influential in the development of style, technology, process or construction techniques, aesthetic theories, architectural design philosophy, or demonstrates new innovative solutions to user requirements.*
- *Is a representative, extraordinary, rare or essentially intact example of a building type.*
- *Demonstrates changing sequence of styles, patterns or occupancy, functions or sequence of usage over time.*
- *Demonstrates an association with an important figure or figures, cultural group or event.*
- *Is a representative or extraordinary example of an architectural style, construction technology, or of the practitioners work.*
- *Demonstrates typical or outstanding craftsmanship, decoration or use of a particular material.*
- *Is of considerable age."*

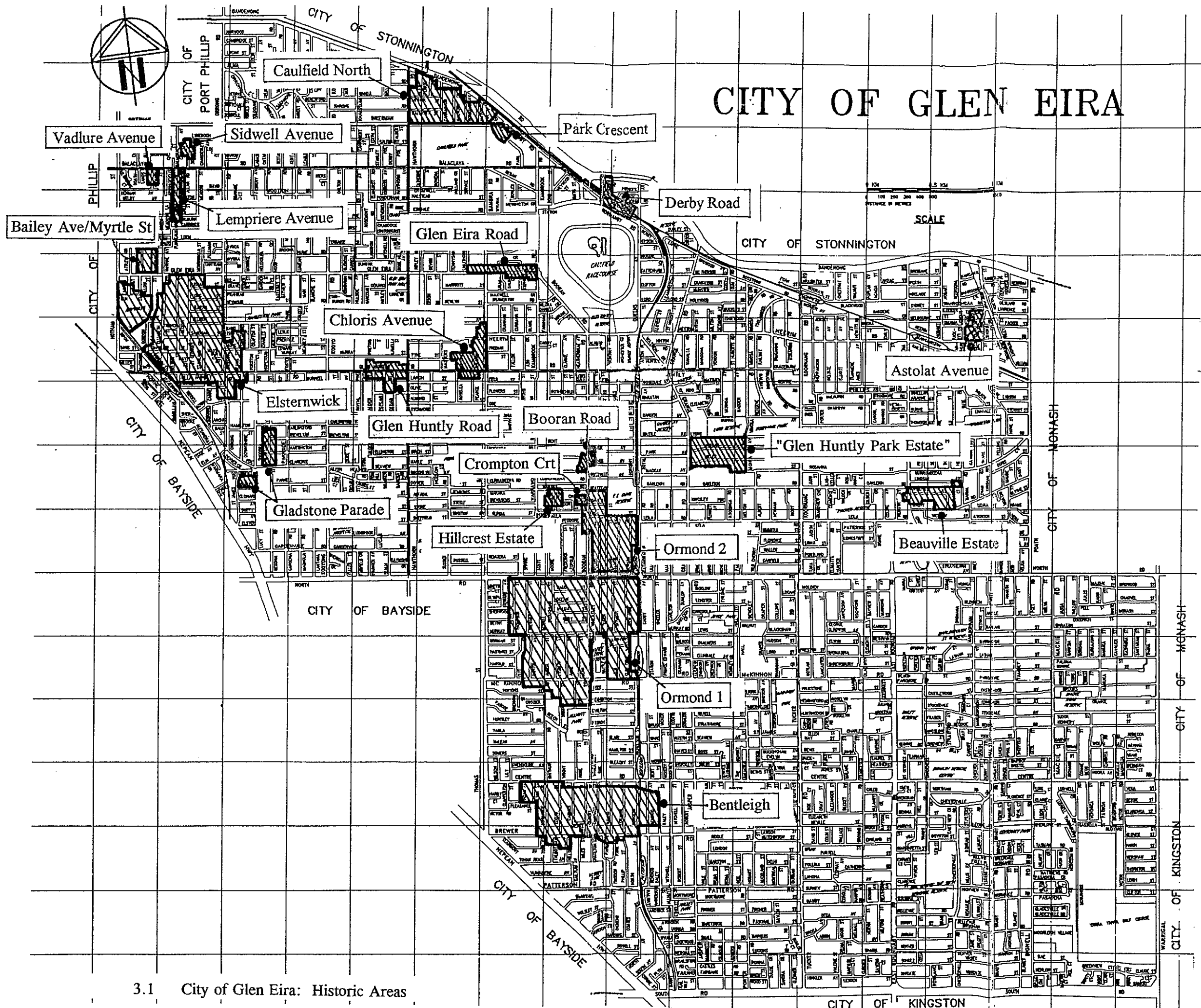
Although these criteria have been developed for the assessment of individual places, they have application to areas, providing a framework to guide the assessment process. The statements of significance explain how each area has cultural value, taking these criteria into account. Their ability to demonstrate aspects of the criteria, however, is influenced by their level of integrity, the defacement of buildings and their demolition inevitably leading to a diminution in importance.

The table summarises the Areas identified as having importance in terms of these criteria.

Table 3.1 Historic Areas : Glen Eira Heritage Management Plan

Name of Area	Reference	Use	Period of Significance
Elsternwick	3.2	Residential Commercial	Victorian Post Federation Inter War
Gladstone Park	3.3	Residential	Late Victorian
Derby Road	3.4	Commercial Transport	Late Victorian Post Federation
Caulfield North	3.5	Residential	Late Victorian Post Federation
Lempriere Avenue and "Greenmeadows Gardens"	3.6	Residential Recreational	Victorian Inter War
Vadlure Avenue	3.7	Residential	Inter War
"Hillcrest Estate"	3.8	Residential	Inter War
"Beauville Estate"	3.9	Residential	Inter War
Crompton Court	3.10	Residential	Inter War
Astolat Avenue	3.11	Residential	Inter War
Park Crescent	3.12	Residential	Inter War
Glen Eira Road	3.13	Residential	Victorian Inter War
Chloris Crescent	3.14	Residential Transport	Inter War
"Glenhuntly Park Estate"	3.15	Residential	Inter War
Sidwell Avenue	3.16	Residential	Inter War
Booran Road	3.17	Residential	Inter War

Name of Area	Reference	Use	Period of Significance
South Caulfield Shopping Centre	3.18	Commercial	Victorian Inter War
Ormond 1 and 2	3.19	Residential Commercial	Inter War
Bentleigh	3.20	Residential	Inter War
Bailey Avenue/Myrtle St	3.21	Residential	Inter War



3.1 City of Glen Eira: Historic Areas

3.2 Elsternwick Historic Area

3.2.1 Description

This extensive Historic Area is shown on fig 3.1 and described in detail in figs 3.2-3.3. It is made up of two parts, the "Ripponlea" estate to the west and the nineteenth and early twentieth century residential and commercial areas to the east, separated from the former by the Gordon Street subdivision following the Second World War.

The southern boundary is formed by the Glen Huntly Road shopping centre with a small extension south along Orrong Road. The eastern boundary is formed by Orrong Road, with a small addition in the vicinity of King Street and the northern boundary by Glen Eira Road, although the southern frontage to this thoroughfare is mostly excluded. To the west, Gordon Street and "Rippon-Lea" combine with the Sandringham rail line to form the boundary in this direction.

Glen Huntly Road offers a number of "gateways" into this Area. Visitors arriving from the west by road, electric tramway or by rail, at Elsternwick station, enter the Glen Huntly Road historic precinct at the Gordon Street intersection which is enhanced by the two storeyed Italianate shops at this point on the north side and by the public gardens and former post office and Rifle Club to the south. The gardens have been laid out comparatively recently in a contemporary manner and the former rotunda has been removed but there remains a number of mature trees which are a visual reference to this reserve's age as well as a dramatic contrast with this bustling urban centre. The first row of late Victorian shops in the municipality draw the eye east from Selwyn Street and include "Moore's Buildings" of 1891, mostly retaining their original ornamentation and unpainted stuccoed surfaces.

A second "gateway" is at Orrong Road, heading north to Glen Huntly Road. This approach is rendered dramatic by the richly decorated facade of "Lisbon House" (No. 70 Orrong Road) and by the former Wesleyan Church complex with its two churches of 1887 and 1923 adjoining to the south. Given the architectural quality and powerful presence of these buildings, there is an opportunity to further strengthen this point of entry by a more sensitive landscaped treatment of the garden in front of the shoppers' car park opposite.

The "gateway" from the east is less noticeable. It is marked by the former Elsternwick Baptist Church of 1913 and a late Victorian two storeyed shop approximately opposite. Together, they mark the eastern end of the Area in this vicinity.

The shopping Centre, although concentrated along Glen Huntly Road, extends north-west along Gordon Street as far as Sinclair Street and north along Selwyn Street as far as Sinclair Street. Several properties immediately to the rear of the Glen Huntly Road shops have been acquired in blocks for car parks on both sides of the Road. With the exception of "Bonspiel", most of the early houses affected by this change of use appear to have been typical of the area. The visual effect of these changes has also been to establish extensive and hard paved areas affording views of the backs of shops defined by bluestone pitched lanes. The visual impact has been softened here and there by planting. The interfaces between shops and carparks are unsatisfactory in a townscape sense, being characterised

by the backs of buildings, backyards and fences. There are opportunities here for minor works, undertaken with property owner support, to improve the levels of visual and functional amenity and simultaneously to enhance the Centre's prevailing historic character. Fences, trees and public lighting could be useful devices forming part of an overall plan.

The street environment along Glen Huntly Road is made up of buildings erected from the nineteenth century onwards, footpaths, often cement block and brick paved with concrete kerbs and channels following recent alignments, fibreglass and timber seats and the carriageway itself, with a double line of electric tramway down the centre complemented by overhead wires and silver painted steel support poles. Many of these poles appear to be early although the upper section have generally been defaced following the addition of cross-arms, for additional wires. In this way, items of street furniture built both to serve a purpose and to enrich the street architecture, have been allowed to shed their secondary role.

The building stock forms an amalgam of styles, commencing with Italianate (Boom) stuccoed shops, such as Nos. 386-392 and "Moore's Buildings" of 1891. Key public buildings of the era include the former Elsternwick post office of 1891, the ANZ bank and the former Fire Brigade Station in Selwyn Street. Following the turn of the century, the Centre's importance was consolidated by the construction of shops and other premises on the sites of earlier structures and vacant land. Pre-eminent amongst these are "E J Buckeridge's Buildings" of 1911 on the north-west corner of Glen Huntly Road and Staniland Grove, and the former State Savings Bank on the south-west corner at Carre Street.

Buildings recalling the Centre's growth sustained during the Inter-war period are prominent in all street blocks and draw inspiration from Classical precedents and the Arts and Crafts sentiments of the day. They combine well with the earlier buildings, generally respecting their scale, forms and building materials and in fact representing an extension, or interpretation, of the Centre's established character.

It is to the post second World War years that we should turn to examine the most visually damaging environmental changes. These include the complete removal of cast iron and timber posted verandahs, the removal of early shop fronts, the removal of parapet ornamentation, over-painting of facebrick walls and sustained periods of low maintenance leading to the degradation of facades above verandah level. The demolition of early building stock has resulted in the occupation of prominent corner sites by modern buildings including the Westpac and Commonwealth Banks. Although arguably acceptable changes, there have been occasions where scant regard has been paid to good architectural manners. Thus, the four storeyed "Monmia Arcade" block, on the site of the "Renown" picture theatre is conspicuous on account of its mass, fascia treatment and proportions. The offices and shops facing the former post office are also out of character with this building and its predominantly early environment.

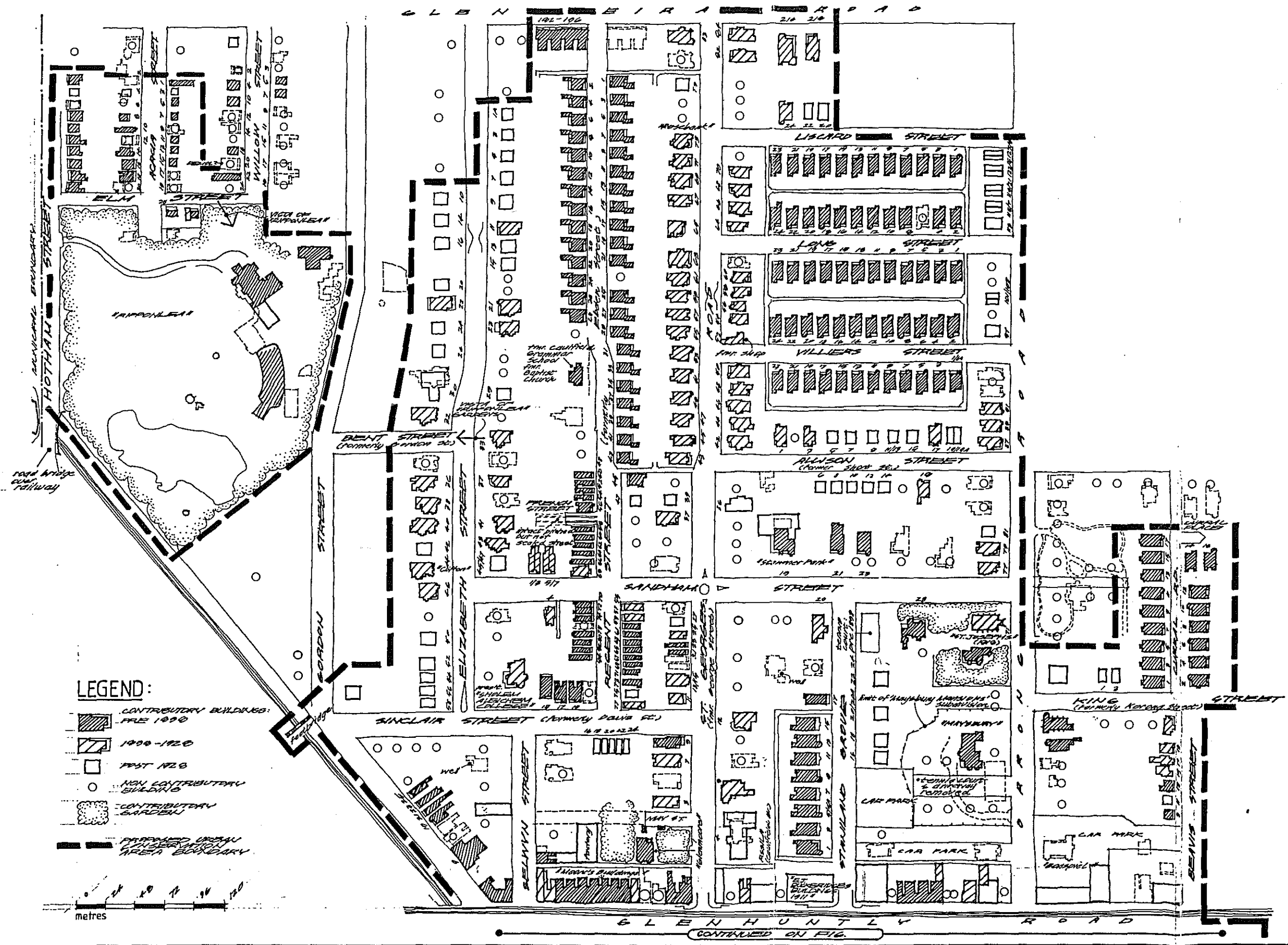
The residential area to the north of Glen Huntly Road is deceiving at first glance. Its important early houses are easily missed, but include "Glenmoore" which stands aloof within its overgrown garden in St Georges Road, "Stanmer Park" "Maysbury" and of course "Rippon-Lea" which is also concealed from general view by its outstanding

landscaped grounds. Of importance are the rows of formerly identical double fronted "workingmen's" cottages in Regent, Villiers and Long Streets, now frequently defaced but recalling the hectic years of the late Boom period and promises of quick fortunes to be made. These houses have been unsympathetically maintained in many instances although there are now frequent indications of changing attitudes and a new-found appreciation of their worth. French Street is important as Caulfield's only street to retain its nineteenth century character with pitched channels and unpaved carriageway recalling the condition of many quiet residential streets before sealing. The former Caulfield Grammar School building, later Baptist Church, is an unlikely survivor as a Telecom building. Enclosed within a high wire mesh fence near the bend in Regent Street, it is uniquely important to Caulfield and is responsible not only for the bend in the street but also for "stemming the tide" of speculative houses flowing south from Glen Eira Road. The contrast between the privileged and working classes is a theme in this Area recalled in its nineteenth century housing stock as well as in later years. Thus the early twentieth century villas in St Georges Road to the north of Sandham Street have their upper class counterparts in Elizabeth Street which happens also to include the handsome Inter-war villa at No. 30.

The amenity of the Area is enhanced by vistas which impart character and identity to it. In Glen Huntly Road there is a view of the Bay. In Bent Street, the Rippon Lea Gardens come into view and in Staniland Grove the view south is terminated by the distinguished facades of the former State Savings Bank and the adjoining ANZ bank.

Street trees are variable, those in Regent Street, south end, and St Georges Road being mature and forming canopies over the road. Elsewhere, diminutive native trees leave substantially bare streets and represent opportunities for the development of tree planting programs were suited to the Area's historic character.

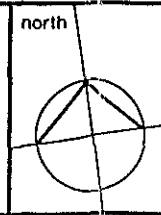
A small number of comparatively unobtrusive traffic management devices have been introduced in the residential streets which in most cases retain their pitched kerbs and channels.



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FIGURED DIMENSIONS TAKE PREFERENCE OVER SCALING

CHECK ALL DIMENSIONS & LEVELS ON SITE BEFORE COMMENCING ANY WORK










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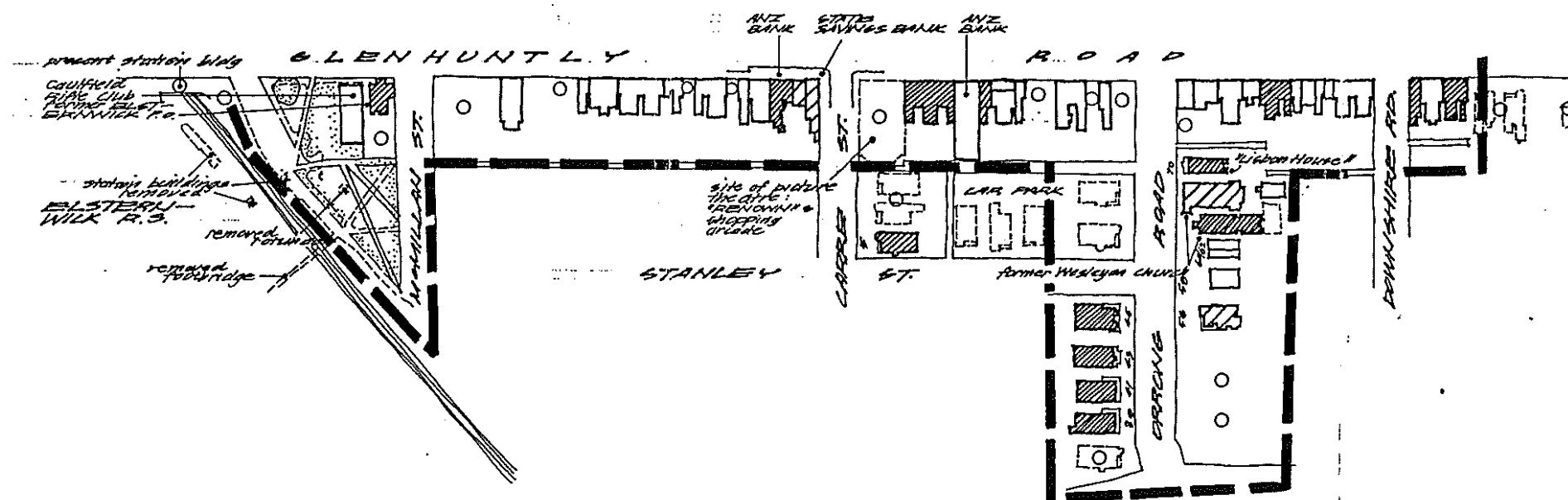
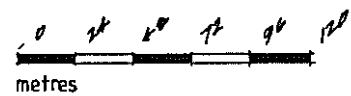
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project proposed urban conservation areas: **ELSTERNWICK** PART ONE
GLEN EIRA HERITAGE MANAGEMENT PLAN

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drawn by *AW*

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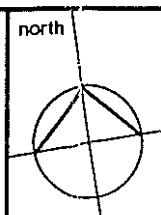
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-  1900-1920
-  1920-1960
-  DEMOLISHED
-  NON-CONTRIBUTORY BUILDING
-  CONTRIBUTORY BOUNDARY
-  PROPOSED URBAN CONSERVATION AREA BOUNDARY



REVISIONS	ISSUED
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project proposed urban conservation areas: **ELSTERNWICK** PART TWO
GLEN EIRA HERITAGE MANAGEMENT PLAN

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drawn by	ARW



Glen Huntly Road (south side) looking west to Downshire Road showing a row of Victorian shops marking the entry to the Elsternwick Historic Area.



Glen Huntly Road (south side) looking west between Orrong Road and Carre Street showing the 4 storeyed development on the site of the "Renown" picture theatre.



Glen Huntly Road (north side) looking west to Orrong Road.

3.5



The former Elsternwick post office and railway gardens and recent unsympathetic commercial development at left.



Glen Huntly Road (north side) showing the historic core between Selwyn Street and St Georges Road.



The former State Savings Bank and ANZ bank buildings, Glen Huntly Road, corner Carre Street.



Backs of the Glen Huntly Road shops, north side between Orrong Road and Staniland Grove.



Selwyn Street showing the former Elsternwick Fire Brigade building (1895-1926) and recent commercial development to the north.



The railway footbridge, Sinclair Street.



Staniland Grove, looking south to the former State Savings Bank with a row of 9 Victorian villas on the right and insubstantial street trees.



French Street, named after property developer Henry French who built houses in this locality. Note the unsealed roadway and pitched channels.

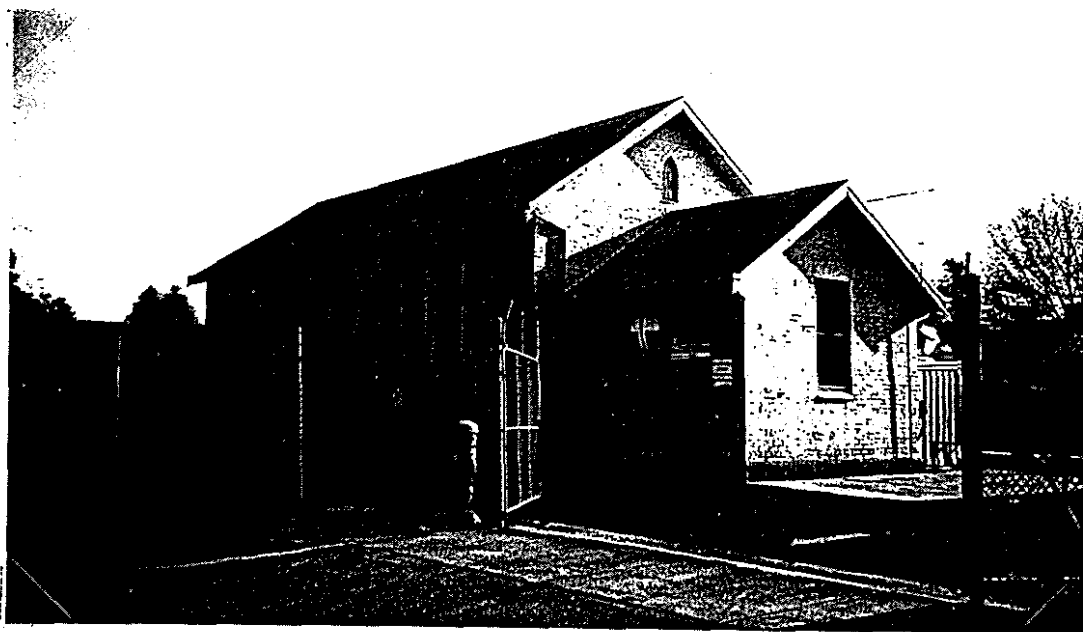


"Glenmoore", Hugh Moore's home, predating the Land Boom, in St Georges Road.

3.8



Regent Street, showing some of Patrick Murphy's speculative villas, of which 35 remain in this street. Note the unsuccessful street tree planting and defacement of villa facades.



Joseph Davies' Caulfield Grammar School, occupying a key place in the evolution of the Elsternwick Historic Area.

3.2.2 Historical Background

In 1851, when Robert Hoddle surveyed the Village of Elsternwick, he defined a rectangle measuring 45 by 80 chains on a north-south axis with its northern alignment coincident with the reservation for Glen Huntly Road. It was crossed on its north-east corner by a 3 chain wide reserve for the Brighton Road (Point Nepean Highway) and from 19.12.1859 by the trains of the St Kilda and Brighton Railway Co. They stopped at Glen Huntly Road (Elsternwick), the station reserve occupying the whole of the extreme north-east corner of the Village Plan. Bounded by Glen Huntly Road and McMillan Street by at least 1860, this land is marked today not only by the submerged railway but also by the gardens and former post office, being suitable public uses on this land, no longer required for railway purposes.

The closer settlement of Elsternwick, however, especially to the north-east of the village reservation, was several decades into the future. In 1861 Commander Henry L Cox's Survey of Port Phillip recorded that the railway passed through this Area mostly in a cutting and that it was treed, with red gum.¹ The land between Davis Street, named after the crown grantee for Sections 260 and 267 had been surveyed as far east as Selwyn Street by John Hardy in 1859.² It had previously been reserved from sale and is shown as mostly woodland in Cox's plan with a single house, possibly Richard Lane's "Firenze". Lane's block occupied the south-west corner of Davis and Selwyn Streets and his home, now demolished, was situated on vacant land to the south of the present telephone exchange. The well, shown on the MMBW plan of 1928, may survive beneath the asphalt surface of the telephone exchange carpark as the oldest structure within the Area.

It was during the 1860's that the land west of Orrong Road was first settled, commencing with Lane (?) by 1861. Both Hugh Moore and Frederick Sargood followed in 1868. Moore built the surviving two storeyed villa "Glenmoore", now at 1 St Georges Road on a block extending from Glen Huntly Road to Sinclair Street, then Davis Street and from Selwyn Street to St Georges Road, then George Street. It remains as a key historic home in the Area, recalling its initial development phase and resplendent today in its then fashionable polychrome brickwork.

The warehouseman, Frederick Sargood, also employed polychrome bricks at "Rippon-Lea". Designed by the pre-eminent Melbourne architect Joseph Reed who introduced polychrome brickwork to Melbourne during the mid 1860's, it was built after the style of the Italian Renaissance on crown allotments 253, 260 and part of 267. The gardens, which were to grow in size before shrinking to their present expansive dimensions in the post war period are thought to have been laid out by Guilfoyle, director of the Botanic Gardens. Sargood's gardeners lived in Willow Street. In 1888 he owned three weatherboard cottages for his gardeners and another for his coachman. There were, at that time, another three gardeners living in houses which they owned, also in Willow Street. "Rippon-Lea" remains as Caulfield's supreme relic of its "mansion era" and is separated from the balance of this Area by a recent subdivision.

The frontages of Glen Huntly Road were not built on for commercial purposes during this period whilst the balance of the Area appears to have been occupied by Sargood, Moore, Murray, on Orrong Road, and Short. William Short's first house predated that of Richard Lane and was situated to the north of his later house, "Stanmer Park" on the sites of 1 and

1A Allison Road, first known as Short Street.³ "Stanmer Park" extended north to Glen Eira Road, Short's later home at 19 Sandham Street having been built in 1885 and surviving today as the premises of the Elsternwick Club. Prior to the erection of his new house, however, Short commenced to subdivide his holding as the Boom years gathered momentum. In December, 1881, Short engaged C. J. and T. Ham to sell off 14 sites for villa residences on the west side of Ebdon Street, now Regent Street, running south from Glen Eira Road.⁴ It was the first closer subdivision in this Area and the sites' proximity both to the railway station and to the existing large homes in the locality were seen as incentives to purchasers. In the following year, Caulfield Grammar School acquired 5 acres of "Stanmer Park" in Ebdon Street immediately south of the house sites. The school occupied the site until 1887 and its presence is recalled by the existing Telecom building, erected for the school in 1883.

The Council's street construction program attempted to keep pace with development. John Ilbery contracted to form part of Davis (Sinclair) Street and George St (St Georges Road) south of Sandham Street in 1879. The provision of pitched kerbs and channels was to follow, with the northern part of George Street having been completed in 1891.

By the end of the 1880's the construction of suburban villas in Sandham Street, on land previously owned by the Shorts; Villiers, Long and Liscard Streets was well advanced. Patrick J Murphy was building the terrace houses in Glen Eira Road⁵, now partly demolished and 31 houses in Ebdon Street with an additional 3 completed. Philip Corkhill was simultaneously building 52 identical villas in Villiers, Long and Liscard streets. Altogether, he owned 168 lots on the old "Stanmer Park" estate but events were to conspire so as to prohibit their immediate development. Both Murphy and Corkhill, builders, had obtained funds from the Premier Building Association formed by James Mirams. Mirams, writes Michael Cannon in The Land Boomers,⁶ a former MLA, used his "theories of land value not for social reform, but for personal gain". When his various enterprises collapsed, he was declared insolvent in 1890, convicted of fraud and imprisoned. Both Murphy and Corkhill were involved for it was found by the liquidator of the Building Society's assets that Mirams and his associates conspired, "by means of artful devices to grant loans to Patrick John Murphy, or to Robert Murphy and Philip Corkhill, on the pretended security of certain lands, and in excess of the value of the said lands, which were passed to them by means of a pretended sale"⁷. Most of Murphy's houses had been finished by this time, but Corkhill was stopped in his tracks, his land facing St Georges Road remaining undeveloped until the first decade of this century.

One of the Premier Permanent Building Association's directors was John E Gourlay, brother-in-law of David Syme and cashier of the "Age". Gourlay was not only an intermediary in Murphy and Corkhill's land acquisitions but also the recipient of 5 blocks in St Georges Road.⁸ By 1891 he was in possession of the old school property in Regent Street which he had acquired for £30,000 from Joseph Davies, the founder of Caulfield Grammar. He had bought more of Davies' land for another £10,000 in 1888, Horace Webber in Years May Pass On - Caulfield Grammar School 1881-1981 noting that the former figure was an "unbelievable offer"⁹, especially since the building, by this time, was in "very bad repair".¹⁰ Gourlay was eventually committed for trial for his land deals but was ultimately found innocent.

Not all of the land developers, however, appear to have become embroiled in conspiracy and "artful devices". Early in 1888, Henry R French, a plumber and building contractor, purchased the surviving house at No. 15 Davis (Sinclair) Street and built 3 timber houses at Nos. 17, 19 and 21 (demolished). He also owned 5 houses in Ebdon (Regent) Street south of Sandham Street in 1888 building a sixth in that year. More were to follow, French's name being recalled also by French Street. A number of houses in this part of Regent Street were also occupied by gardeners, including those of Walter Bradshaw and Henry Pearce.

During the latter part of the decade which preceded the depression of the early 1890's, the commercial development of Glen Huntly Road east of the railway crossing was vigorously pursued. A contract was let for the post office in 1891 and by 1895, Hugh Moore's land in front of "Glenmoore" was occupied by 20 shops. Ten years earlier it had been occupied by his front garden. Included among them were "Moore's Buildings", built in 1891 and comprising 5 shops, still in their unpainted state. There were more shops between Staniland Grove and Orrong Road but it was not until the Inter-war period that the centre was fully built up.

The Caulfield Tramway Company opened its home tramway linking Elsternwick and Glen Huntly Stations along Glen Huntly Road in 1889. Its operations, however, were curtailed by the Depression and the line closed on 7-10-1897. It was re-opened in 1901 and closed in the following year.¹¹ By this time, however, the prospect of electric traction was gaining momentum. Negotiations between the Caulfield Council and the Prahran and Malvern Tramways Trust commenced c.1907 but it was not until April, 1913, that the Trust's single truck electric cars commenced to run through the Elsternwick Shopping Centre to Grange Road, Glen Huntly.

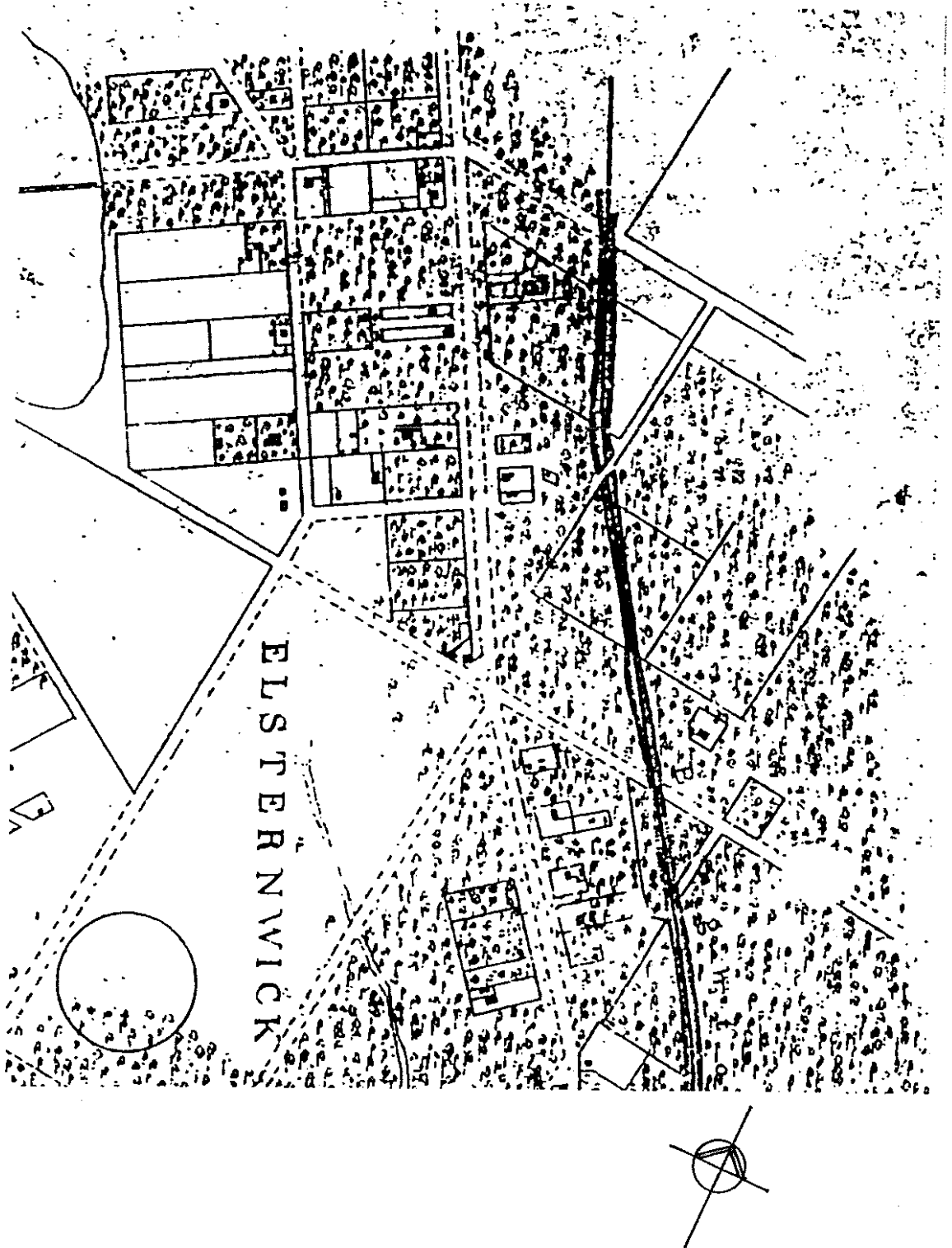
Elizabeth Street was formed out of the "Rippon-Lea" estate in the first decade of this century, being occupied by 17 houses in 1910. The "Maysbury Estate" was advertised in the same year, leading eventually to the construction of similar bungalows facing Maysbury Avenue in the shadow of the old house which remains today. Gordon Street, north of Sinclair Street was a post Second World War subdivision, diminishing the land area around "Rippon-Lea" and representing the final development phase in the history of the Area.

Subsequent works have generally taken the form of redevelopment on a piecemeal basis, on the sites of earlier shops and houses. Many houses have been "modernised", the Victorian villa at No. 17 Villiers Street, erected in 1889-90 by Philip Corkhill, for example, having the appearance of a Californian Bungalow. Overall, however, the Area retains a remarkably high level of integrity, facilitating the interpretation of its history.

3.2.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Acacia Street: 1, 3, 4, 5, 7, 8, 10, 11, 12, 13, 14, 15, 16, 18.



3.9 Portion of Commander Henry Cox's survey of 1861 showing the western part of the Historic Area. Glen Huntly Road runs diagonally across the map from left to right whilst the Pt Nepean Road runs parallel with the railway from top to bottom.
Source: CPO.

- Allison Street : 1, 3, 5, 6, 7, 8, 9, 10, 11/13, 12, 14, 15, 17, 18, 19/19A.
- Beavis Street : 9, 11, 13, 15, 17, 19.
- Carre Street : 5.
- Curral Road : 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 15, 17.
- Curral Place : 14, 16.
- Elizabeth Street : 1A, 3, 5, 7, 9, 10, 11, 13, 14, 15, 16, 20, 21, 22, 23, 24, 26, 29, 30, 32, 33, 36, 37, 38, 40, 41, 42, 43, 44, 45/47, 46, 50, 52, 54, 56, 58.
- Elm Street: 25, house next to 25.
- Glen Huntly Road : 273-5 and 1 Gordon St, 277-281, 283-5, 287-9, 291-5, 297-303, 305-313: "Moore's Buildings", 315, 317, 296-8: former post office, 294, pitched lane alongside railway station, 320?-322, 323?-329, 331, 332?, 334?, 336?, 338?-344, 341-343, 346, 348, 352-6, 357-71: "E.J. Buckeridge's buildings", 362-364, 366-370, 372-6, 377, 385-409, 386-92, 398, 400-2, 404, 410, 411-3, 415, 420, 421-39, 430-2, 434-6, 444-8, 450, 452, 454, 456, 458-464, 466, 470-2, 474-8, tram overhead wire poles nos. 64 to 79 and 81.
- Glen Eira Road : 182-196(?), 216, 218.
- Gordon Street : n-e corner Sinclair street, railway footbridge, 9, 19, 21, 23, 25.
- Hotham Street : "Rippon-Lea" and grounds, road bridge over railway, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190.
- King Street: 1, 3.
- Liscard Street : 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 20, 21, 22, 23, 24.
- Long Street : 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24.
- Orrong Road : 39, 41, 43, 45, 56, 58, 60/62 Fmr. Wesleyan Church buildings, 70: "Lisbon House", 71: St Joseph's buildings and grounds, 77, 79, 81, 87, 89, 91, 97, 101/103, 113, 115/7, 119/21, 123/5, 127/9.

Regent Street :	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 31, 33, 35, fmr. Caulfield Grammar School, 37, 39, 41, 43, 45, 47, 48, 50, 52, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 77, 78, 80, 82, 84.
St Georges Road :	1 : "Glenmoore" and grounds, 3, 4: RSSILA, 7, 8, 9, 11, 12, 13/15, 21, 23, 25, 27, 36, 37, 39, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 64, 65, 66, 67, 68, 69, 70, 71, 73, 79, 82, 83, 84.
Sandham Street :	1/3, 4, 5/7, 19, 20, 21, 23.
Selwyn Street :	former fire station, 13.
Sinclair Street :	15, 16, 17, 18, 19, 20, 22, 24.
Staniland Grove :	1, 3, 5/5A, 7, 9, 11, 13, 15, 16, 17, 18, 20/20A, 22, 24.
Villiers Street:	1/1A, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24.

3.2.4 Statement of Significance

The Elsternwick proposed Urban Conservation Area is locally significant for its nineteenth and early twentieth century building stock and to the extent that it demonstrates a past way of life. The fabric of the Area demonstrates the following historic themes which contribute to its significance:

- mid nineteenth century formation of country residences for which Caulfield is noted.
- late nineteenth century "Boom" development of residential subdivisions and shops.
- the collapse of the land Boom and of its land development schemes and deals which became the subject of criminal charges.
- the provision of public services including pitched roads and electric trams.
- the Edwardian residential and commercial development associated with the economic revival of that period.
- the pattern of residential development over time leading to a diverse socio-economic profile expressed in the range of house sizes and types.

- the continuing economic strengths of the Shopping Centre during the Inter-war period.
- the development of religious, recreational and social institutions throughout the history of the Area.

3.3 Gladstone Parade Historic Area

3.3.1 Description

This Area forms part of the "Kooyong Park Estate" and is shown on fig. 3.1 and described in detail in fig. 3.11. Gladstone Parade is situated on high ground, falling to the south, east and west and affording a view of the Bay west from the Clarence Street intersection. Given its favourable topographic conditions it has attracted especially grandiose villa residences which survive today at varying levels of integrity and are responsible for its special character. They are complemented by mature trees and surviving bluestone kerbs and channels.

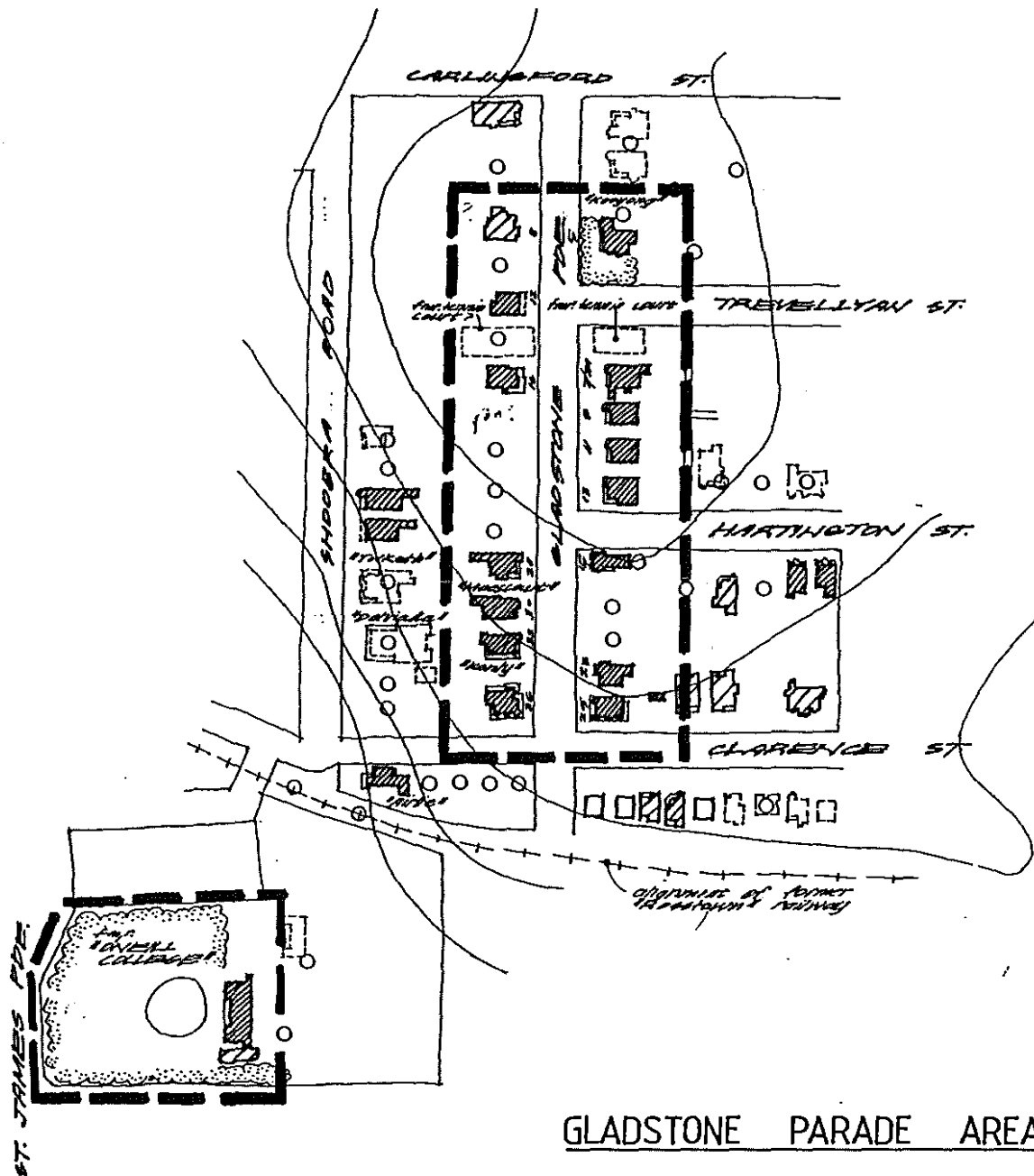
At the north end, Richard Allen's home, "Kooyong", has been incorporated in additions to the present Wesley College (Elsternwick) campus. It is like the majority of nineteenth century houses in Gladstone Parade, a two storeyed villa. Given their substantial nature it is not surprising that all 13 villas built prior to the turn of the century have survived. Many, however, have been defaced. The example at No. 16 (fig. 3.13 - Upper) has been badly treated although it retains its general form with two storeyed verandah facing east and south. Refurbishment during the Inter-war period has disguised part of the front with a protruding bay and the verandah balustrade and columns have been reconstructed in sympathy with the newer work. No. 11, however, is substantially intact and includes a large peppercorn in its front garden. Immediately to the south an imposing villa overlooks the intersection with Hartington Street. It is intact, when viewed from the street, retaining its unpainted stuccoed surfaces, two storeyed verandah and visual prominence. Opposite, Charles Kirkham's "Hartington" has an unusual unprotected facade facing Port Philip Bay, distinguished by its polychrome brickwork and twin gablets surmounting slightly projecting bays with limited stone dressings.

Greatest architectural interest, however, may well be attributable to "Nulmore", now "Eversley", "Kenly" to its north and "Irwell", opposite. They dominate the intersection with Clarence Street and although incorporating elements of the English Domestic Revival movement in their "Queen Anne" styling, are memorable for their corner towers and Elizabethan or Jacobean motifs. They appear as a surprise at the end of the street yet simultaneously confirm its status as a distinctive thoroughfare when compared with others in the municipality.

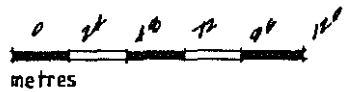
To the west of Gladstone Parade, Shoobra Road has typical small villas of the late Victorian and Edwardian periods. Two large villas, "Dalviada" and "Tulketh", formerly situated on rising ground at the south end have been demolished, the overall character change prompting the limitation of this Area to Gladstone Parade itself.

To the east, the early houses in Trevellyan, Hurtington and Clarence Streets are undistinguished whilst several have been demolished.







The former O'Neill College, now Leibler-Yavneh College, forms an isolated but stylistically not unsympathetic link with "Nulmore" and its neighbours. It is located in spacious grounds south of the Rosstown railway alignment in an area subdivided following the Great War.



GLADSTONE PARADE AREA



LEGEND:

-  CONTRIBUTORY BUILDINGS: PRE 1900
-  1900-1929
-  1930-1945
-  DEMOLISHED
-  NON-CONTRIBUTORY BUILDING OR GARDEN
-  PROPOSED URBAN CONSERVATION AREA BOUNDARY

3.11



3.12 Hartington Street, showing "Hartington" at right.



Gladstone Parade (west side) looking north to "Ottawa" and "Monkleigh", the former having been altered during the interwar period.



"Kenly" (right) and "Nalmore", Gladstone Parade.



Clarence Street, looking west to the substantial Elizabethan revival villas at Gladstone Parade

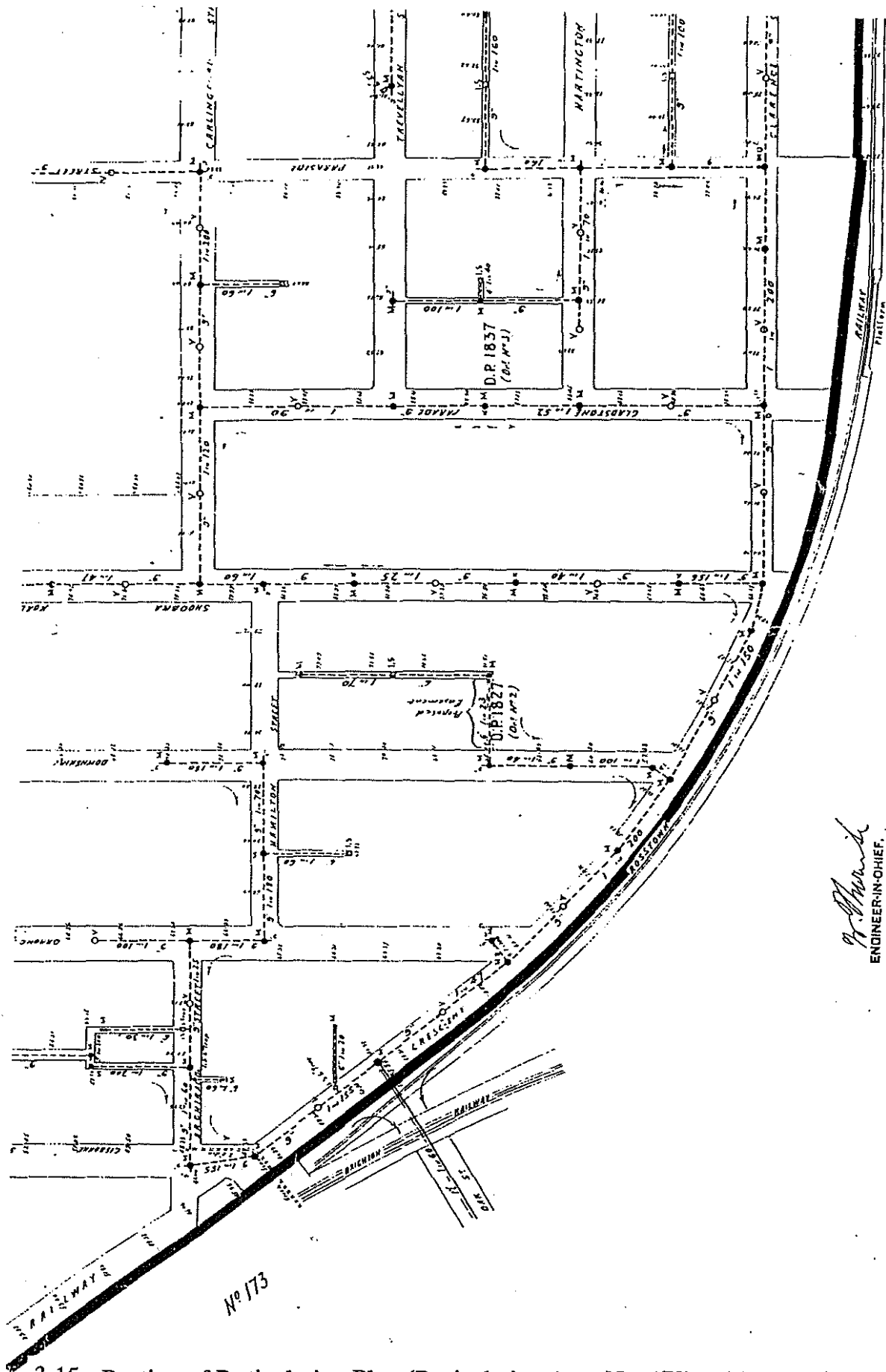
3.3.2 Historical Background

Gladstone Parade has its origins in the Land Boom when the "Kooyong Park Estate" was subdivided in sections from 1888(?). The "Garden Vale Estate", extending from Orrong Road to Shoobra Road (both sides) had been auctioned in November 1884 and later in November 1886,¹² the auctioneers speaking of the "panoramic views" and the estate's proximity to the railway line at Elsternwick Station. A similar situation prevailed at "Kooyong Park" where C.J. and T. Ham with Fraser and Co. advertised the land's "hygienic situation", having the benefit of "uncontaminated sea breezes during the hot summer". They also drew attention to the "charming and extensive views of the Bay, the Shopping and the surrounding pleasant Hilly Country" and the advantage of "constant railway communication". The streets were planted with English elms with a view to attracting sales and the highest prices were obtained for the blocks facing Kooyong Road and Gladstone Parade. Today Gladstone Parade has densely planted *Tristania confertas* and the elms have been removed from the entire estate. Commencing at the rear alignment of the Shoobra Road properties forming part of the "Garden Vale" estate, "Kooyong Park" was defined by Carlingford Street to the north, Kooyong Road to the east and the Rosstown railway to the south. Murray Ross actually ran a train along his abortive railway on 14-11-1888 and the proposed station site at the intersection of Clarence Street and Kooyong Road must have looked quite promising. His venture failed, however, the Victorian Railways disconnecting his line from the Government system in 1897. As late as 1908, a platform existed on the south side of the single track line where Gladstone Parade crosses the railway alignment.¹⁴

By March, 1888, 7 houses had been built in Gladstone Parade. Richard Allen, a warehouseman, lived in his 11 roomed brick home now on the site of Wesley College.¹⁵ Charlotte Beggs occupied no. 7/7A which had 9 rooms and a tennis court and Edward Honey, a manager, occupied No. 9. Patrick Millane, a builder, had sold No. 11 to James Stephens in that year and he owned a vacant lot upon which he was to build the present house at No. 13. Charles Kirkham, a warehouseman and JP, owned "Hartington" at No. 15 and Henry Pye No. 25. There was only one house on the west side, owned by the Colonial Investment Co.¹⁶

In 1889, Thomas B Jackson, an architect in Shoobra Road, owned lots 61-63 at the north-west intersection with Clarence Street. He built the two red brick houses, each of 10 rooms, known as "Kenly" and "Nulmore" (later "Brampton") in that year.

The number of houses had increased to 14 by 1910 and to 19 by 1930. South of the railway reserve, the Richard O'Neill Eccleslastial College building had been erected in 1908. It was established on land owned by Sarah O'Neill and presumably acquired amongst Henry O'Neill's land purchases during the 1880's. Henry O'Neill had been the owner of an early vineyard on the corner of North Road and the Point Nepean Road from c.1848.¹⁷ By 1909, the College had been opened as a primary school by the Presentation Sisters, expanding to form a secondary school in 1928. By this time, however, the O'Neill College land subdivisions of 1917 and 1923 had reduced the surrounding grounds to their present limits.



3.15 Portion of Reticulation Plan (Reticulation Area No. 178), initialled 3.8.06, showing the single line of the Rosstown railway, disconnected from the Sandringham line at left and with a platform at Gladstone parade.
Source: Caulfield City Archives.

3.3.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Gladstone Parade : 5, 7/7A, 8, 9, 11, 12, 13, 15, 16, 23, 25, 28, 30, 32,
36.

Nagle Avenue : former O'Neill College.

3.3.4 Statement of Significance

The Gladstone Parade proposed Urban Conservation Area is locally significant as the City's most imposing Land Boom subdivision, confirmed by the number of substantial two storeyed nineteenth century residences. Its architectural significance is enhanced by the variety of styles including Italianate and Queen Anne with Elizabethan/Jacobean references. Its historical significance is formed in part, by the presence of the former O'Neill College, which recalls the place of Henry O'Neill, an early settler in the district and by the examples of the work of the architect, Thomas B Jackson.

3.4 Derby Road Historic Area

3.4.1 Description

This Area is shown on fig. 3.1 and described in detail in fig. 3.16. The Derby Road centre occupies the whole of the street block west of Derby Road and the land to its east bordering on the Monash University Caulfield campus. It extends north across the Dandenong Road and south to include the railway station. Following the demolition of the "Crystal Palace" theatre, however, and the market buildings, the area of historic value has decreased to Derby Road itself and the railway station.

It is the short length of Derby Road with its north vista terminated by shops and the tower of St John the Evangelist (1920) which establishes its intimate scale, enhanced by the architecture of the shops and the tramway. At the south end, the railway embankment acts as a visual barrier and the electric trams which appear at this point to be almost too big for the street (fig. 3.30), turn right into Railway Avenue.

The points of entry are from the north, marked by the Inter-war corner tower of the "Caulfield Club" hotel and the recent post office opposite and from the south where rail passengers, upon leaving the station, see the two storeyed commercial buildings on both sides of the Derby Road/Railway Avenue intersection. Originally graced by posted verandahs, some physical evidence remains in the form of flashing lines and kerbstones.

Although substantially re-built during the Edwardian period, the Derby Road shops include at least one Victorian building and some important Inter-war facades including that of the "Caulfield Club". At the rear of shops on the east side, "Derby Panels" occupies premises formerly tenanted by Levecke Bros., racehorse transport (1941) and Caulfield Motors Pty Ltd (1930). This building is a rare example of an industrial building in Caulfield. An especially imposing row of shops commences on the east side with the newsagency in the English Domestic Revival style with a picturesque half timbered gable end. Next door to the south are two richly decorated shops and the corner terrace incorporating classical details and all 5 using red body bricks.

The railway station adopts a neo-Classical mode with voussoir motifs very similar to the shops described above. In spite of the stature of the buildings themselves, the surrounds detract from their quality and from that of the precinct. The van goods shed, formerly terminating the south vista has been demolished and is presently replaced by a temporary building. The pitched car way remains although it is used from time to time as a standing point for rubbish containers. Generally, however, there is sufficient space to enable this area to be more satisfactorily resolved, possibly by incorporating recognisable railway "furniture" such as a picket fence or lamps with a view to enhancing the character of the street. Traffic management works also contribute to the visual clutter at the Derby Road/Railway Avenue intersection.

West along Railway Avenue a row of service industrial premises mark the western limit of the Area.

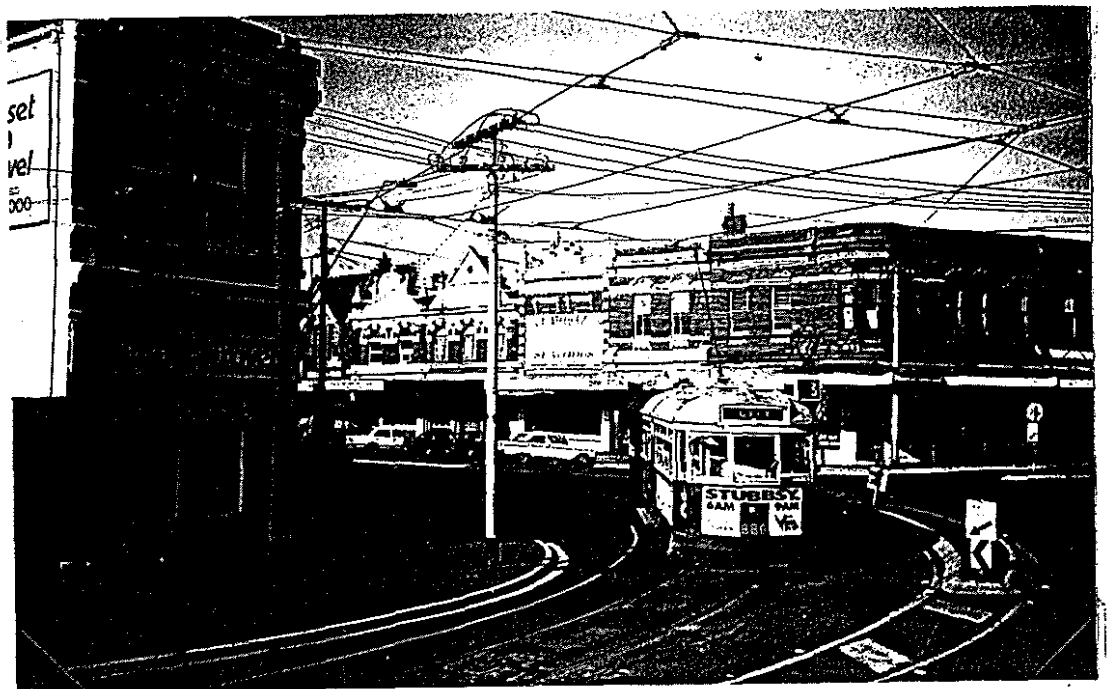
3.17



The Railway station environment represents an opportunity for enhancement works.



Railway Avenue, looking west from Derby Road.



Derby Road/Railway Avenue corner.

3.4.2 Historical Background

The natural topography of this locality suggests that the Dandenong Road follows its curved alignment around the Derby Road Centre and the Monash University Campus so as to avoid "heathy rises" and a swamp, shown on the district surveyor, H.B. Foot's "Plan of Allotments at Caulfield" of 1856.¹⁸ This plan also shows that these features were situated within a reserve close to Paddy's swamp (Caulfield Park) also a reserve and watering place. To the south, land had been reserved for a racecourse, all of these elements contributing to form the "Caulfield Town Common". The Victorian Railways Plan of Survey drawing for the Gippsland Line of September 1878, shows that two "lagoons" separated the Dandenong Road from the racecourse and that the land between the lagoons occupied the site of the Derby Road Centre. The racecourse itself, first used by the Caulfield Amateur Turf Club in 1859,¹⁹ was already celebrated along the Dandenong Road by the "Turf Club" hotel and the "Racecourse" hotel, both of which survive today. The railway between South Yarra and Oakleigh, via Caulfield was opened on 2-4-1879 as the final link in the line from Melbourne to Sale and at about the same time the Government released "Suburban Allotments" surrounding the racecourse. This release marked out Derby Road and Railway Place (Avenue) and included 12 lots immediately east of Derby Road.²⁰ The majority of them came into the possession of Dr L L Smith, MLA for Richmond at the time, who sold them at auction commencing 12.2.1881. At this time, the land along the west side of Derby Road remained as Government reserve being occupied by land variously described as "heathy rises", swamp and lagoon.

Derby Road provided access to the railway station and, for pedestrians, access to the racecourse which since 5.4.1879 had been the venue for the Caulfield Cup. On 15.9.1885 a contract was signed by the Shire to form Derby Road and Railway Avenue and to provide an 8" metal surface on 9" rubble pitching along Derby Road on 20.8.1886. It entered the station ground through railway gates at the south end of Derby Road. The land facing this thoroughfare remained mostly undeveloped, the only buildings being John Davis' 6 roomed timber house and stables rated to Derby Road.²¹

Sidney Greenberg's "Caulfield Club" hotel was in operation by 1889 and there were 2 buildings on the east side. To the south of the hotel there were 7 businesses in operation with one saddler, reflecting the street's proximity to the racecourse, and 2 estate agents. Within 2 years the number of premises had increased to 17 and by 1910, Derby Road supported 23 businesses and Railway Avenue another 8 including the "Queen's Hall". The MMBW plan for 1908 shows the fire station in the centre of the Dandenong Road reserves giving the intersection with Derby Road the ambience of an urban square. The post office faced the railway station in a building now demolished and the station was at ground level, located amongst gardens and with a water tower at Princes Avenue.

The electric tramway was opened by the Prahran and Malvern Tramways Trust in November 1913 to its present terminus at Darling Road. A loop line followed in 1914 when Messrs Bladen and Wallace built the storage sidings for race day traffic in Dandenong Road and Smith Street.²² At the same time the Victorian Railways were preparing drawings for the quadruplication of the line between South Yarra and Caulfield. Services commenced on 4.10.1915 with new brick station buildings designed by J W Hardy, chief

architect of the Way and Works Branch. Automatic signalling followed in 1922, introducing semaphore signals which remain a feature of the railway environment today.

The Centre continued to grow through the Inter-war period with I G Anderson's scheme for market buildings being prepared in August, 1928. Post war damages have also been dramatic and have been associated with the demolition of the market and its replacement with a supermarket, shopping arcade and car park. The former Caulfield Institute of Technology now abuts the Centre on its eastern edge and it was during the 1960's that the posted verandahs along Derby Road were replaced with the present cantilevered structures.

3.4.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

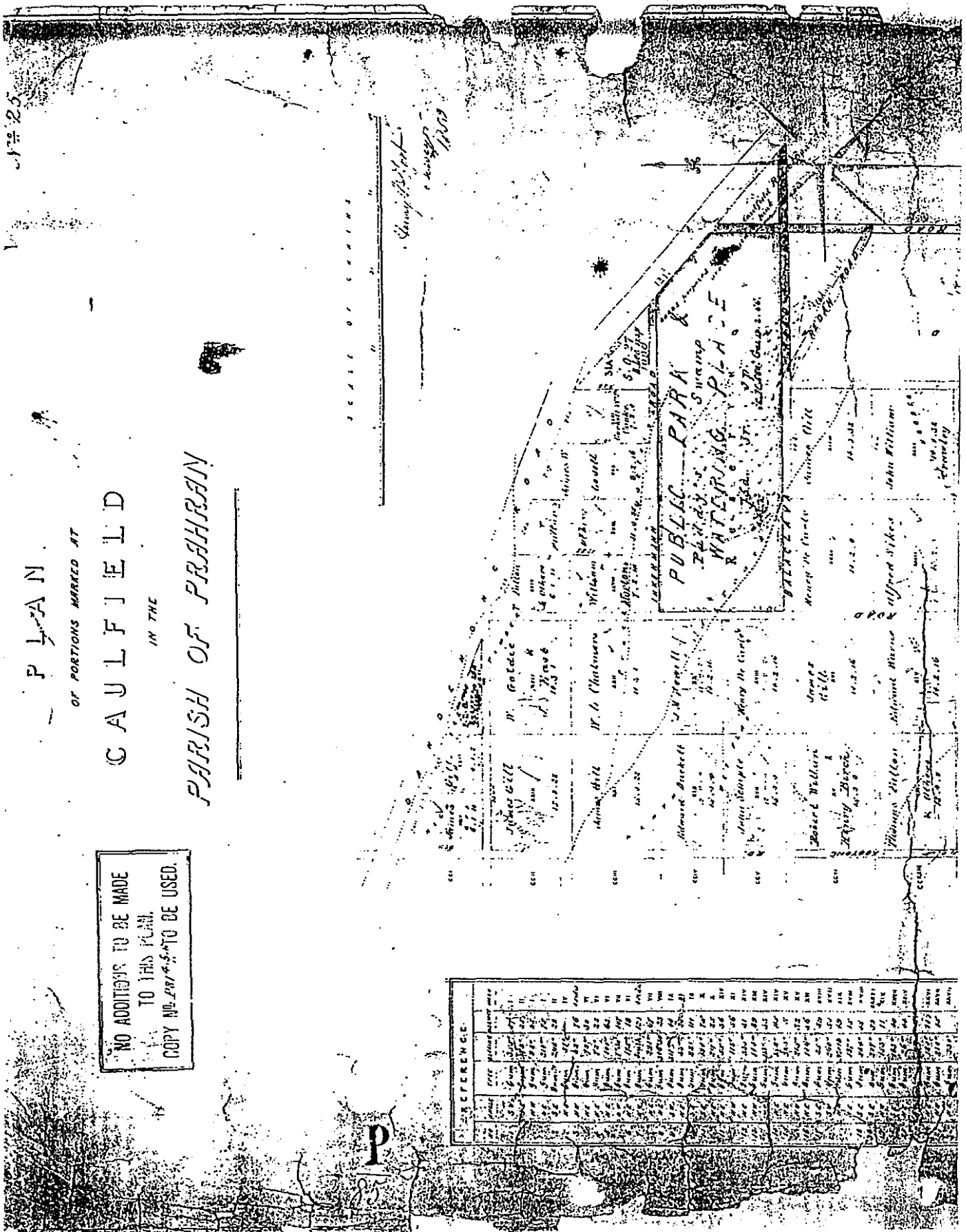
Derby Road: 1, 2-6, 3-7, 8, 9, 10-12, 13, 14, 15, 17, 19, 20, 26: former State Savings Bank, former "Caulfield Club" hotel.

Sir John Monash Drive (former Railway Avenue): 1-8, 17.

Tram overhead wire poles nos. 16, 17, 51, 54, 54A, 54B, 55-59.

3.4.4 Statement of Significance

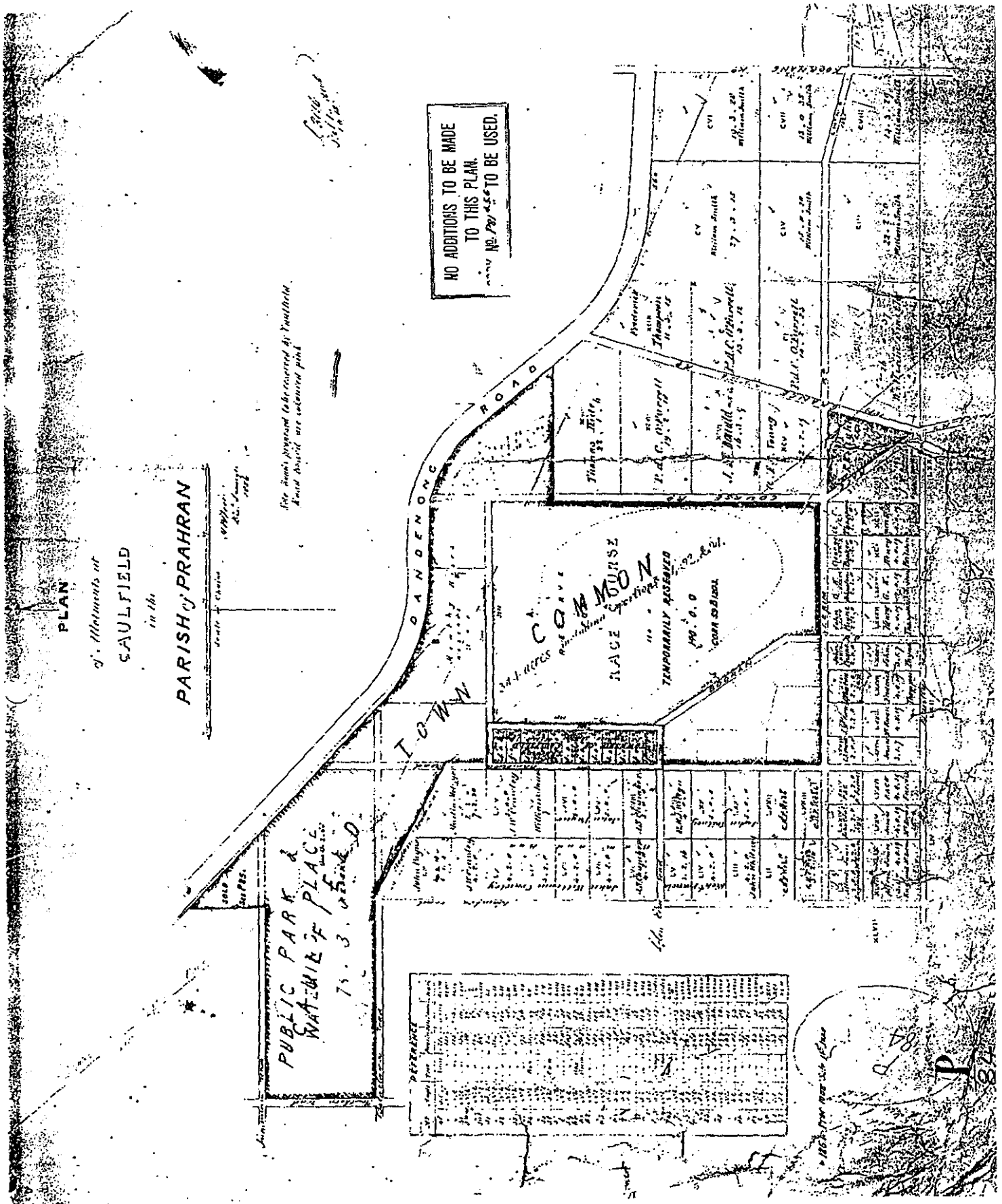
The Derby Road proposed Urban Conservation Area is significant at the metropolitan level as a predominantly Edwardian shopping centre associated with the Caulfield Racecourse and having a distinctive urban form determined by its short length and accentuated by a double line of electric tramway. Its architectural significance is established by the diversity of its street architecture and railway station and is enhanced by their substantially intact state.



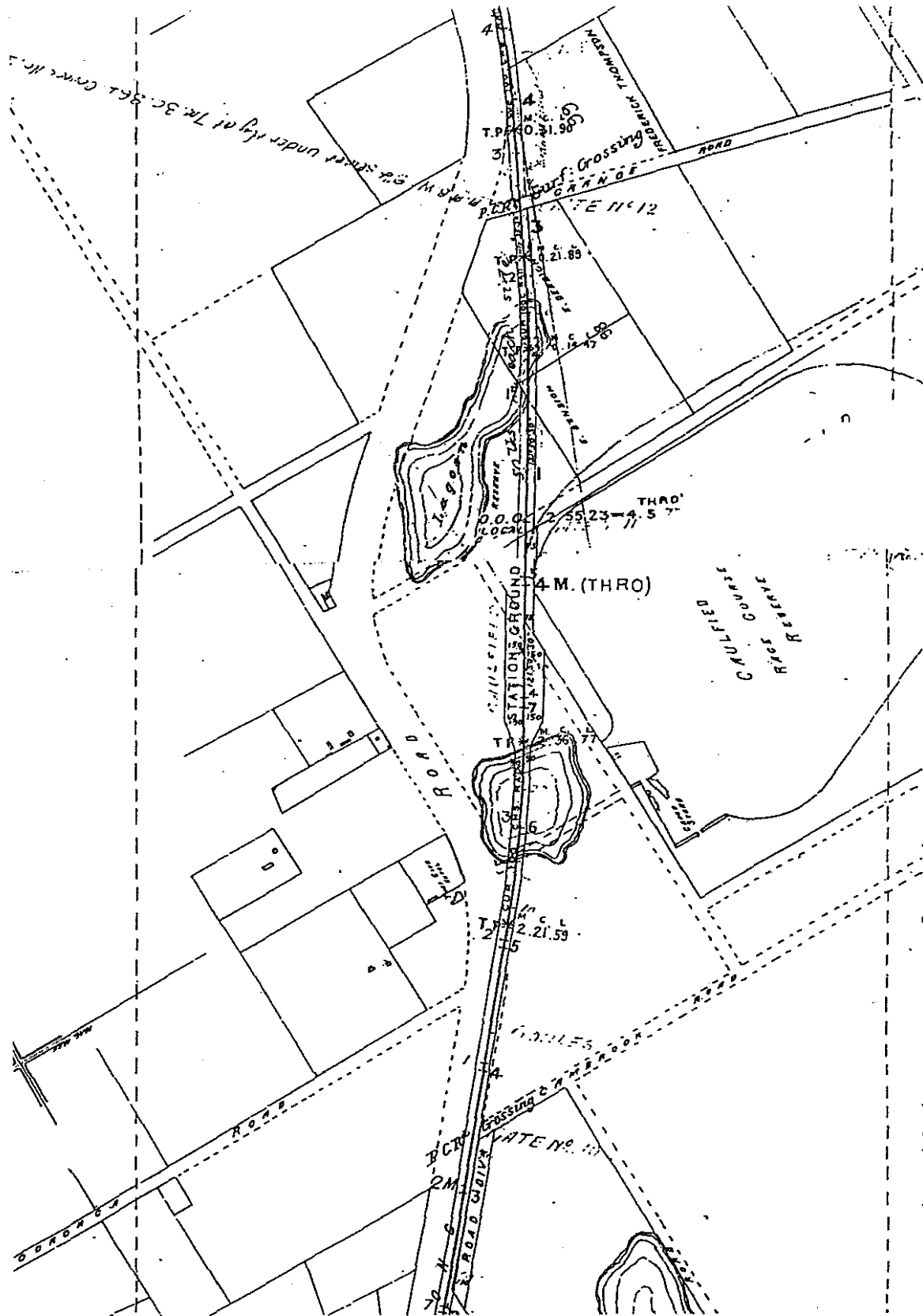
NO ADDITIONS TO BE MADE
TO THIS PLAN.
COPY NO. 20145 TO BE USED.

NO.	NAME	DATE	ACRES	FRONT	DEPTH	AREA	REMARKS
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3.18 Portion of H.B. Foot's Survey Plan at "Caulfield" of 1853 showing the crown subdivision of the Area and the tracks running across the land prior to subdivision.
Source: CPO, litho no. p85.



3.19 H.B. Foot's "Plan of Allotments at Caulfield" of 1856 showing the extent of the "Town Common".
Source: SLV : Vale Collection.



3.20 Victorian Railways Survey Plan in vicinity of Caulfield racecourse : September 1878.
Source: V/Line Plan Room.

SUBDIVISION, PART OF GOVERNMENT ALLOTMENTS 6

PARISH OF PRAHRAN, CAULFIELD

BETWEEN THE MAIN DANDENONG ROAD AND THE RACE COURSE, AND IMMEDIATELY OPPOSITE THE RAILWAY STATION.

To be Sold by PUBLIC AUCTION by

See also Folio 9/6

MESSRS. BYRNE, VALE, & CO.

On the Ground,

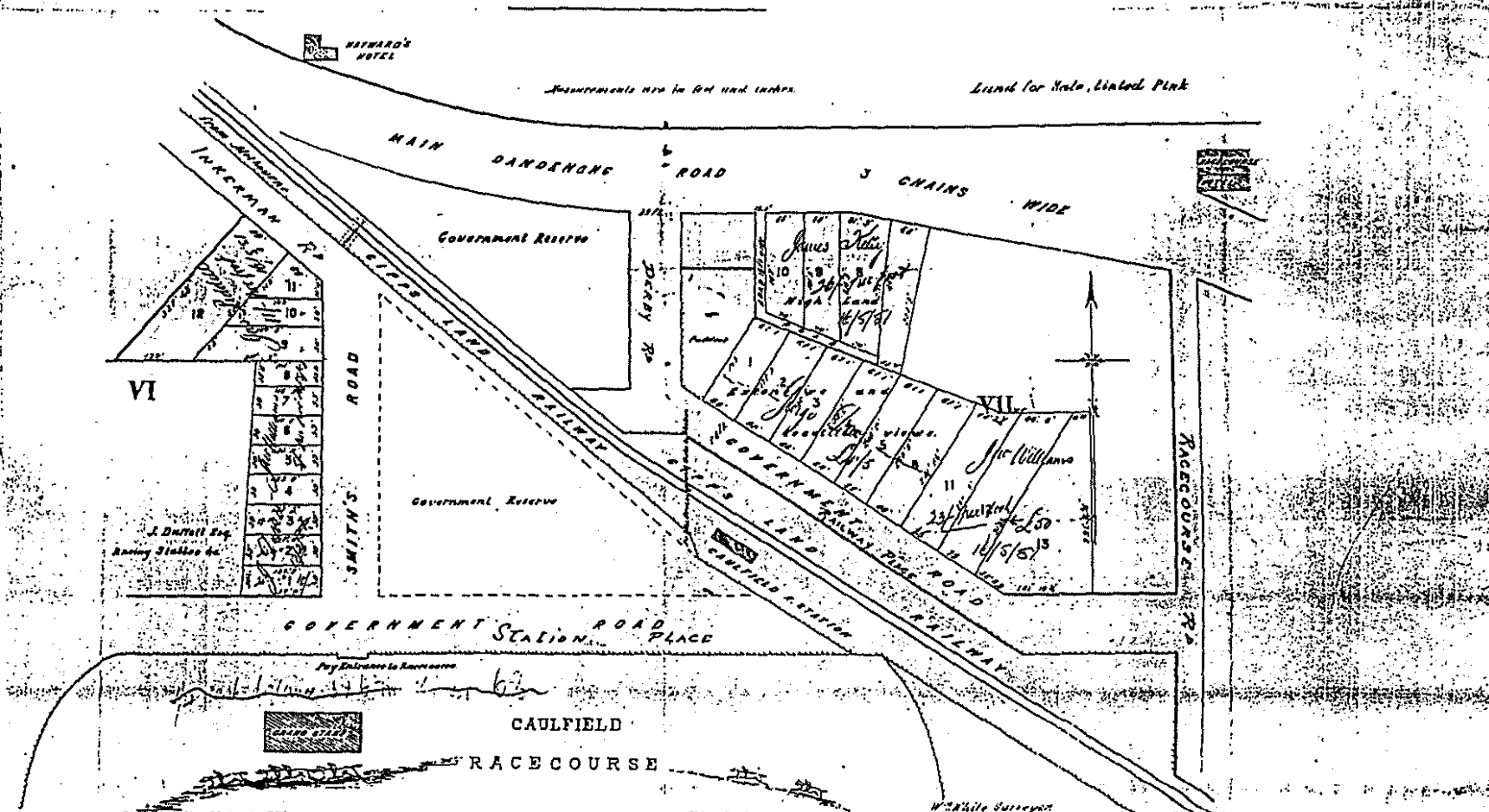
On SATURDAY, 12th FEBRUARY, 1881, at Half-past Four o'clock sharp.

Terms Liberal, to be declared at Sale.

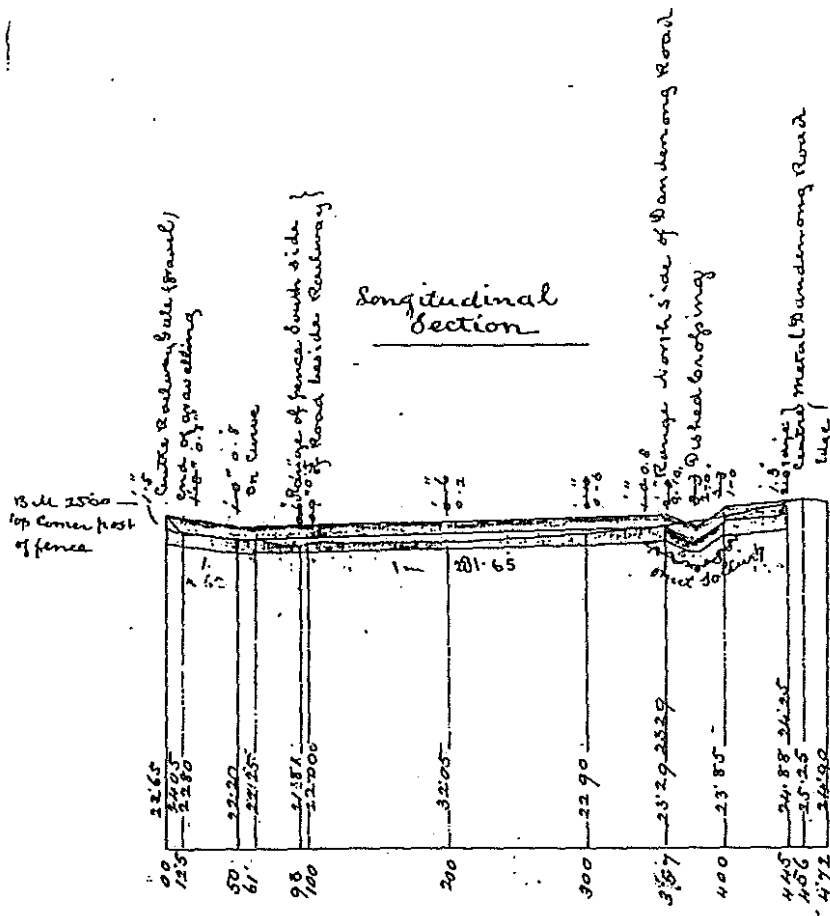
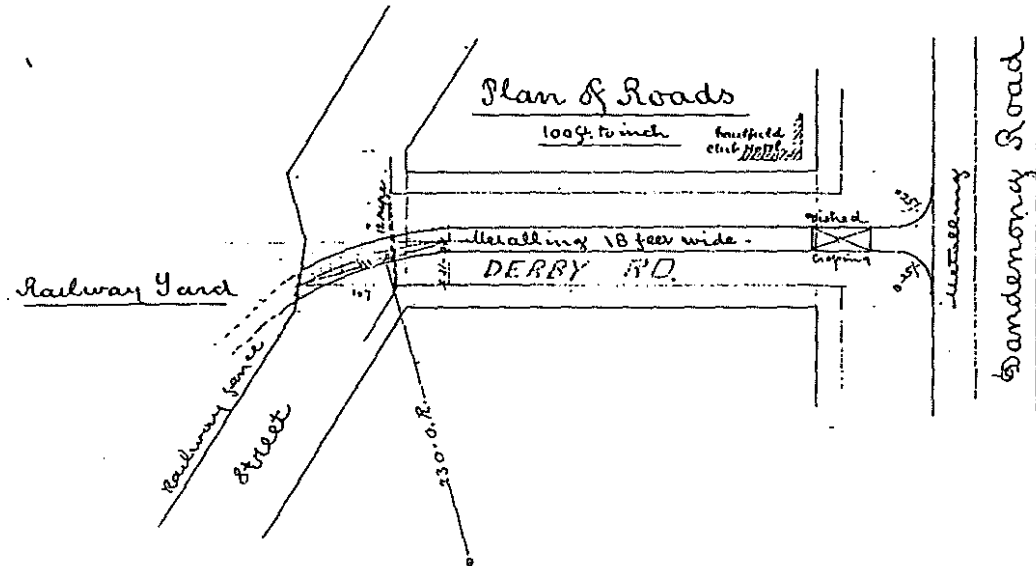
Upset price, 20s. to 40s. per foot frontage.

The Property of D. L. L. Smith, M. L. A.

*2nd Auction show full of the terms by reference to
in n.p. John Crutcher Esq.
DeGruchy & Co., Litho., Melbourne.*

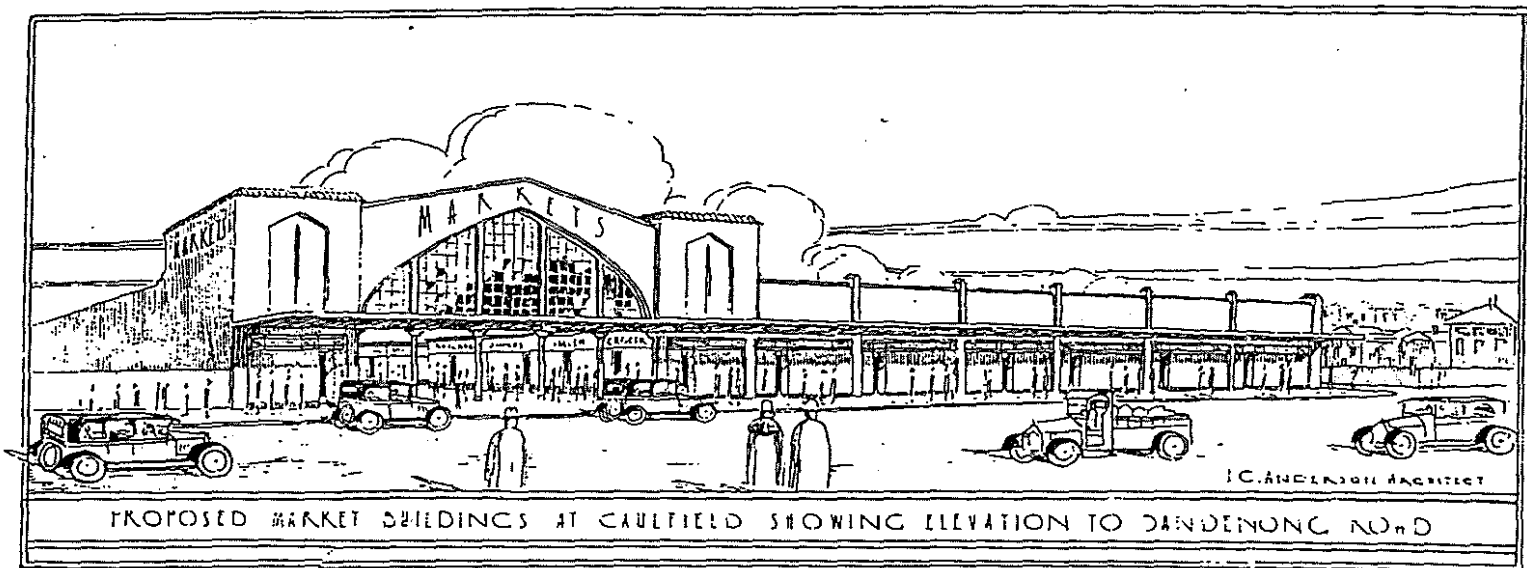


3.21 Auction Plan for sale of Dr L.L. Smith's land, east of Derby Road: 12.2.1881.
Source: SLV : Vale Collection.



Horizontal scale 100 ft to inch
Vertical and for Transverse sections 10 feet to inch

3.22 Portion of Contract drawing for the paving of Derby Road, signed by the contractor, John Ilbery on 20.8.1886.



3.23 Architect I.G. Anderson's scheme for the Caulfield Market buildings, August, 1928.
Source: Caulfield City Archives.

3.24 Derby Road : 1923

Source : R. Green

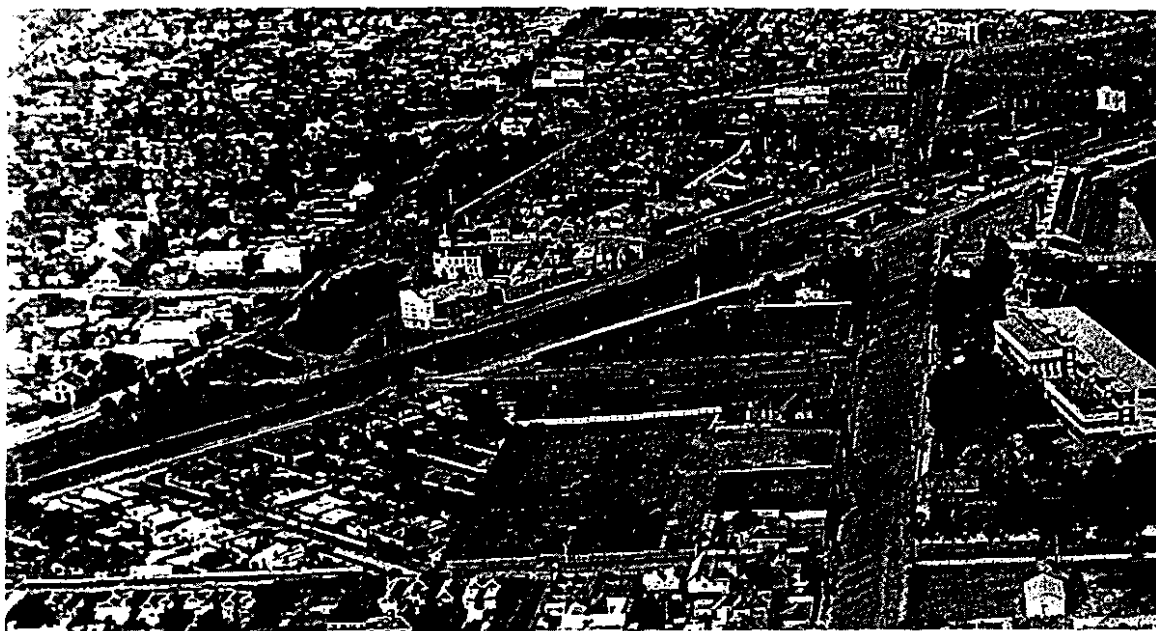


Railway Avenue, nd

Source : Public Transport Corporation

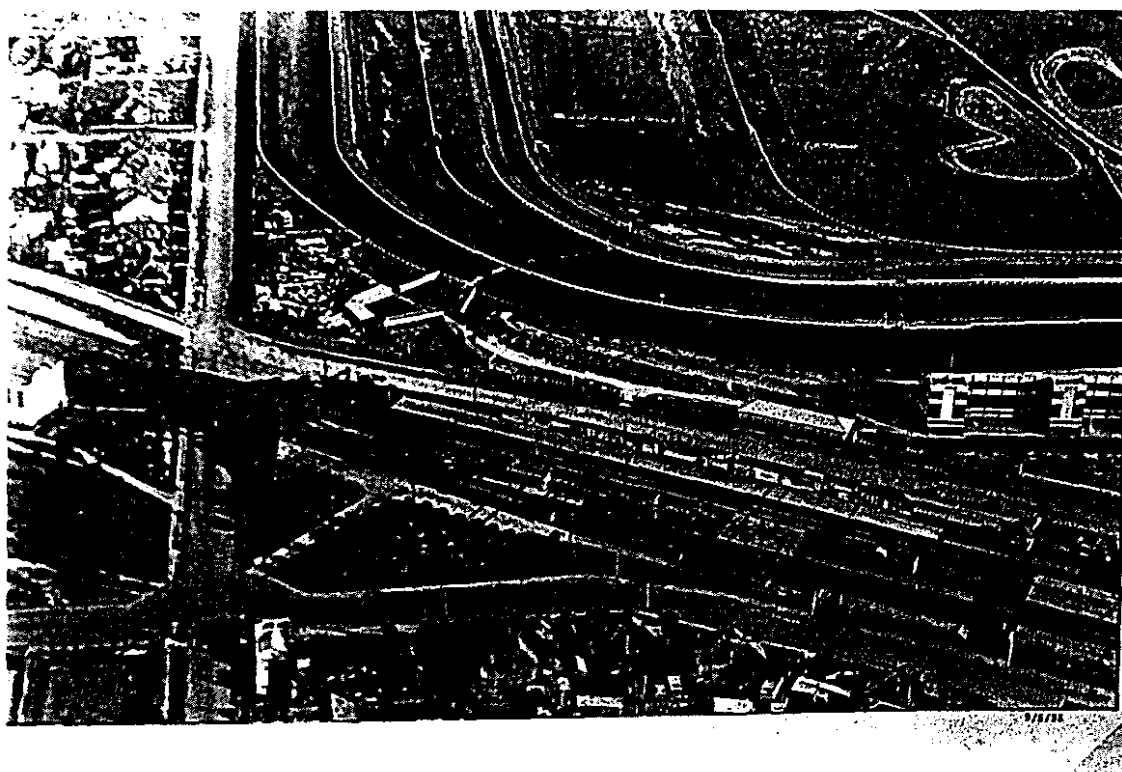


3.25

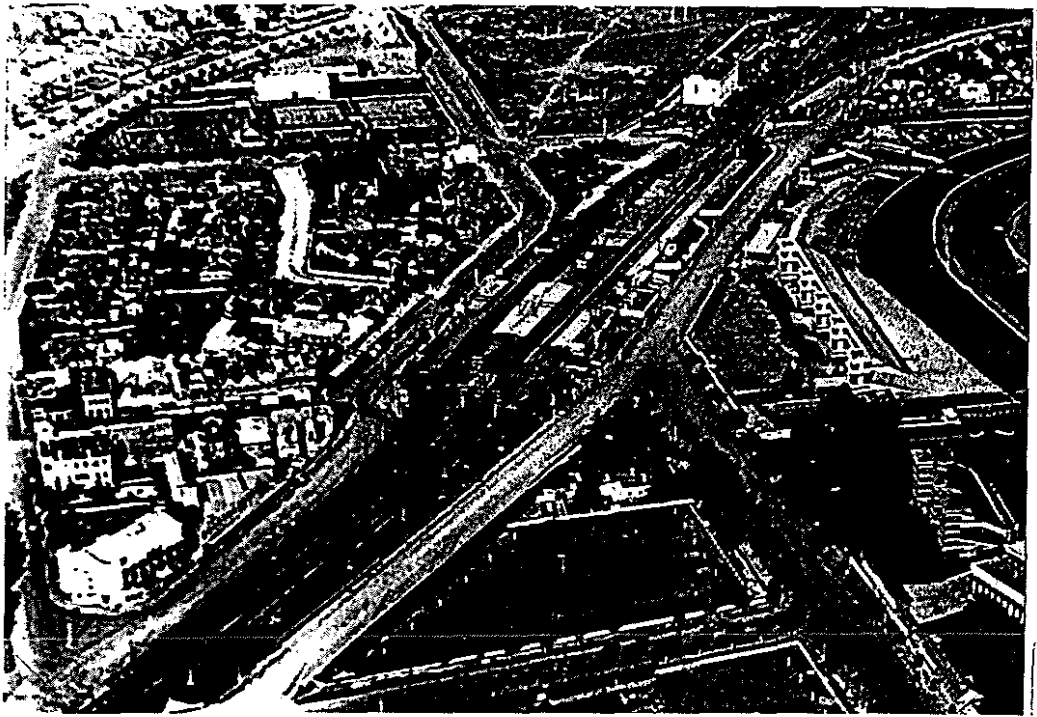


The Derby Road Course : 9.5.1928, (upper) and
Caulfield railway station and racecourse (lower) 9.5.1928.

Source : Victoria Amateur Turf Club

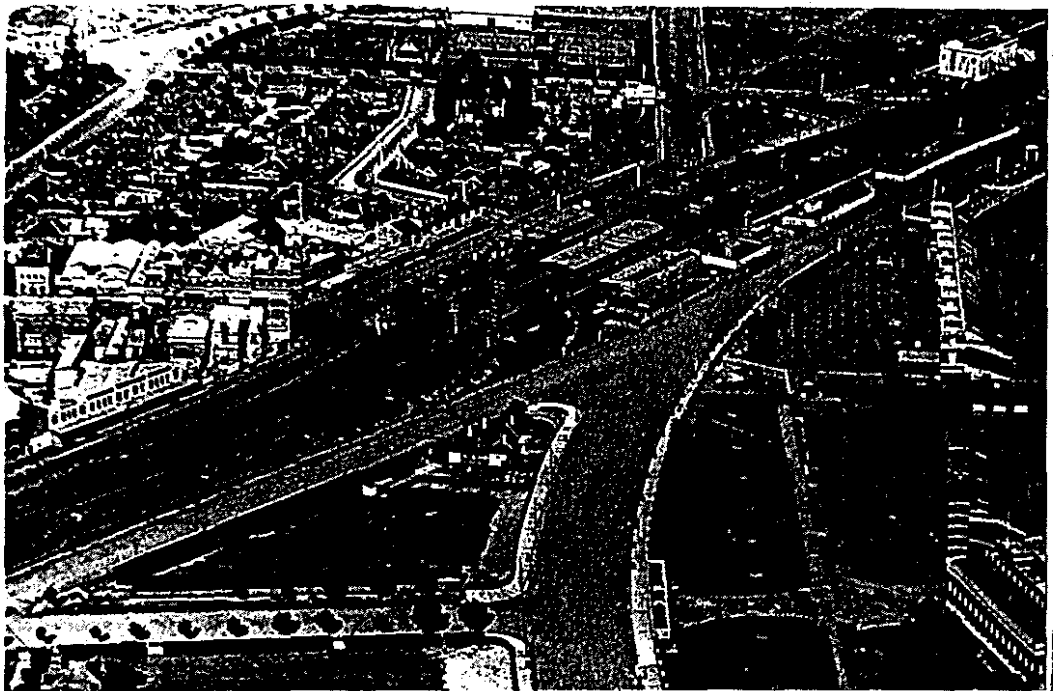


3.26

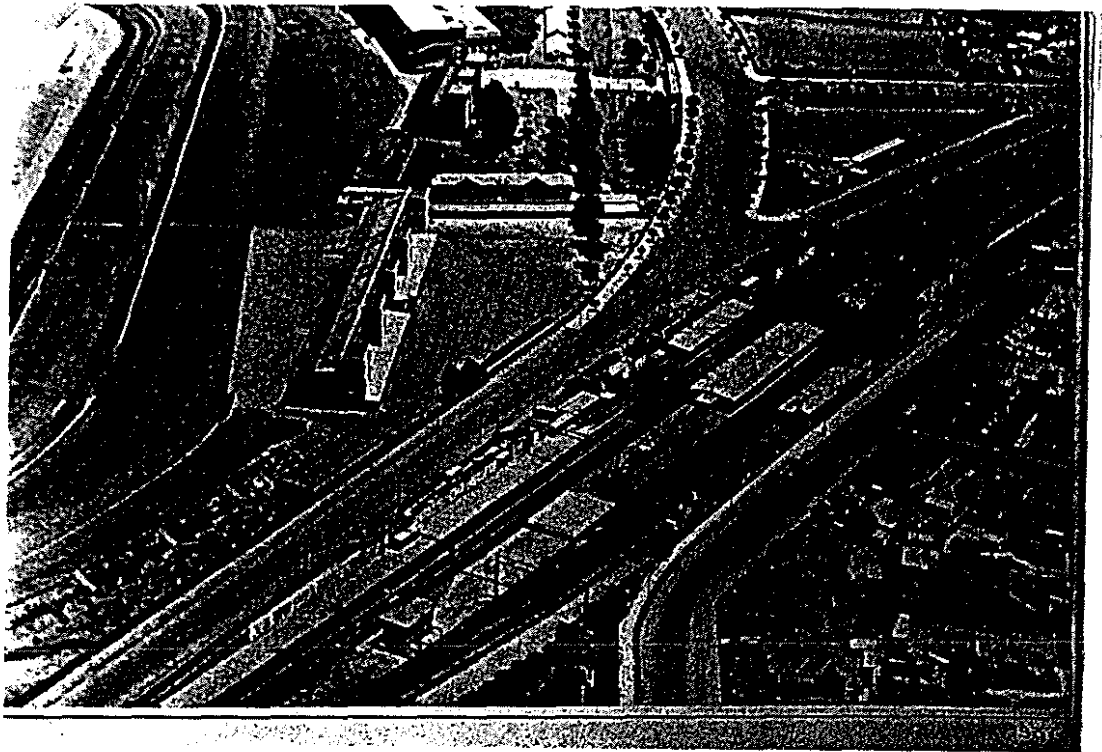


Derby Road Centre and the Railway Station : 9.5.1928

Source : Victoria Amateur Turf Club

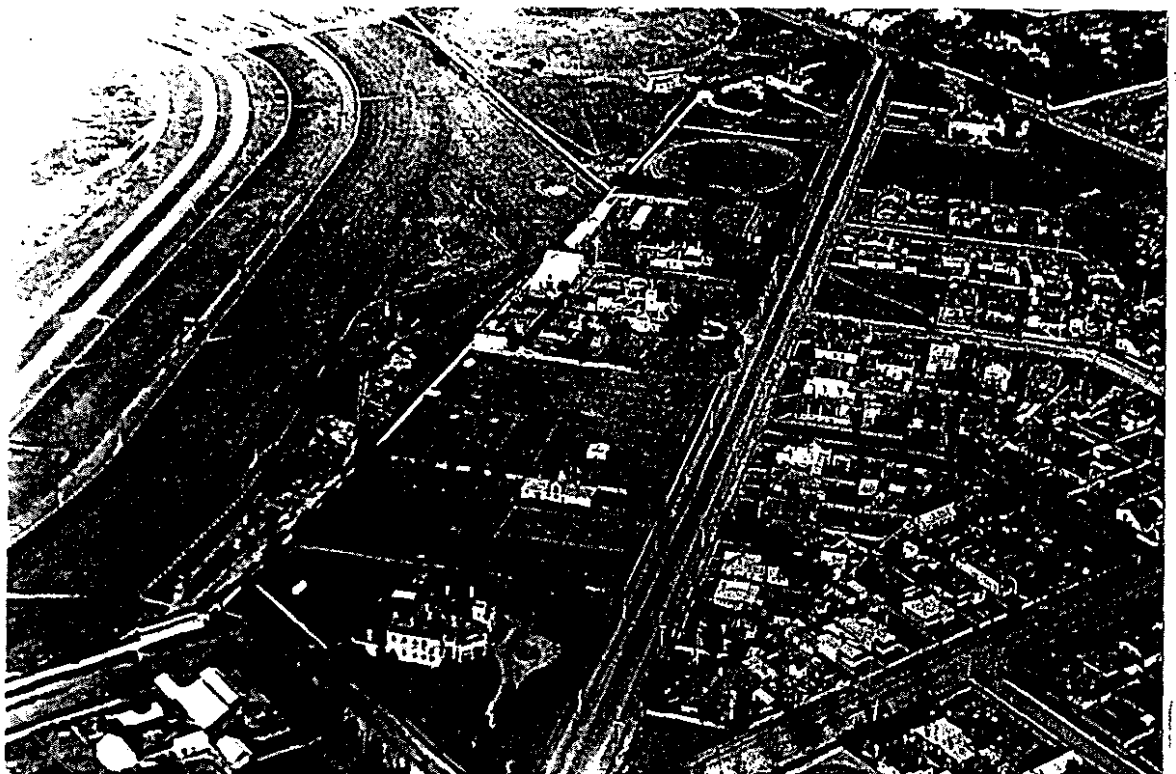


3.27



Caulfield Station : 1937

Source : Victoria Amateur Turf Club



Booran Road, Caulfield racecourse (nd)

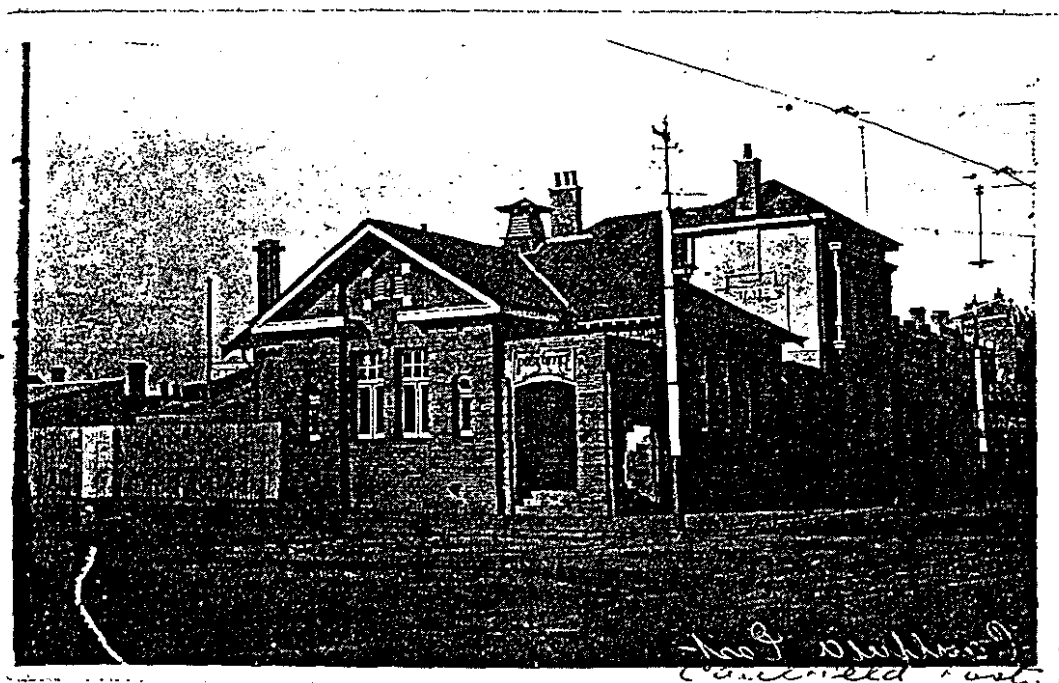
Source : Victoria Amateur Turf Club

3.28



Derby Road : 23.10.1960

Source : K. S. Kings



Caulfield East Post Office prior to demolition.

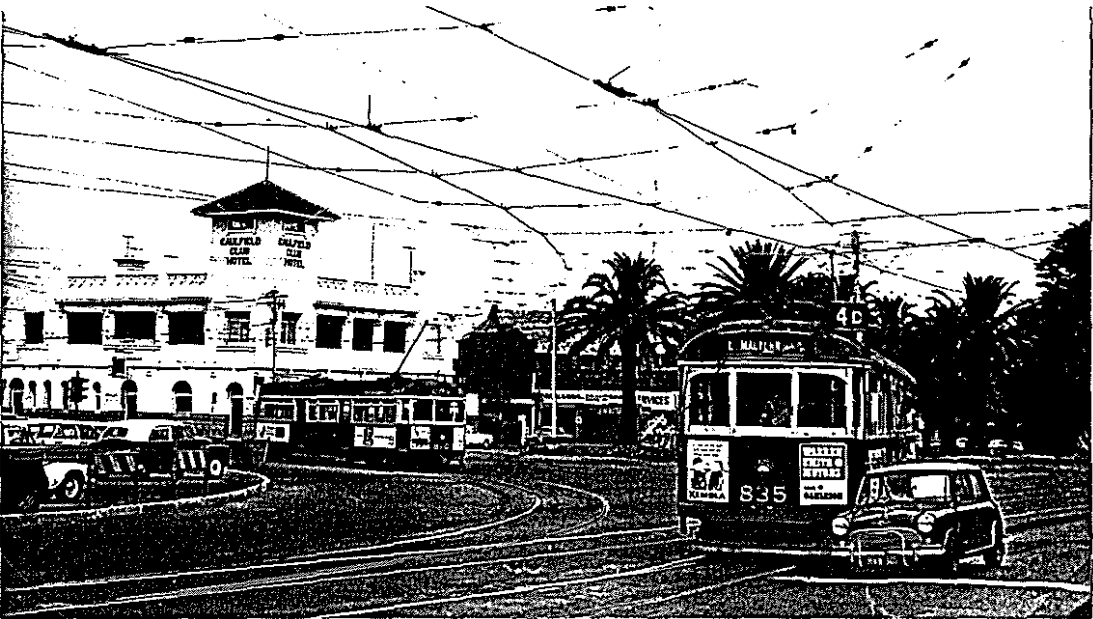
Source: Australia Post

3.29

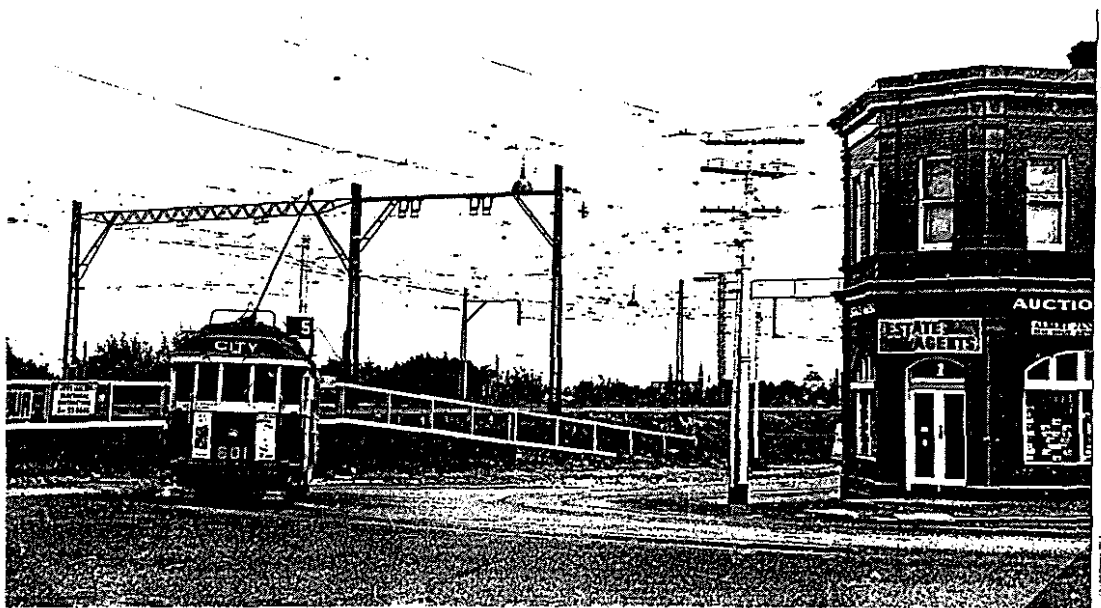


Derby Road : 1969

Source : A. Ward

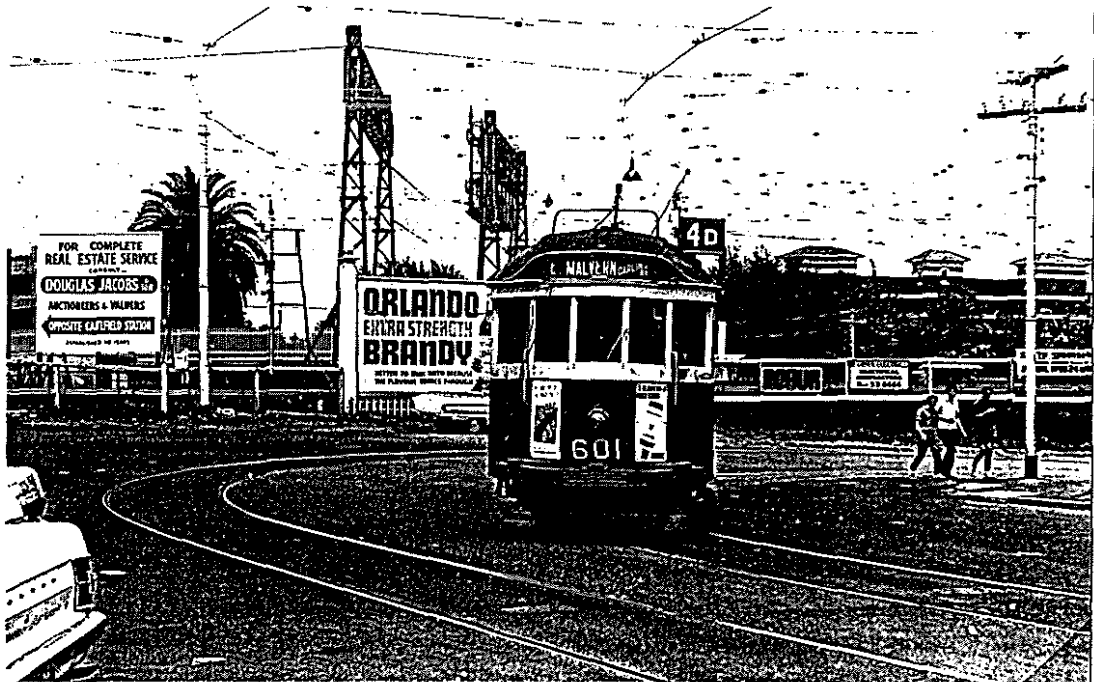


3.30



Intersection : Derby Road and Railway Avenue : 1969

Source : A. Ward





3.31 Shire of Caulfield medallion from verandahs, Derby Road : 1969

Source : A. Ward

3.5 Caulfield North Historic Area

3.5.1 Description

The Caulfield North Area is shown on fig 3.1 and in greater detail in fig. 3.32. It occupies the triangular area of land bounded by the Dandenong Road and Normanby Road on the north, Hawthorn Road on the west and Inkerman Road/Caulfield Park on the south. With the exception of some shops facing Dandenong Road near Glenferrie Street and a small centre at the Hawthorn Road/Inkerman Road intersection, it is residential, consisting of houses built following Victorian and Edwardian subdivisions, infill houses and flats during the Inter-war period and some post war housing. With the exception of the Dandenong Road frontage, it retains both a high level of amenity and integrity.

At the north-west corner, the demolition of "Noswad", home for a period of James Seville and later, Hugh Moore, and the subdivision of its grounds, has resulted in the formation of an area of comparatively recent development north of Arthur Street and west of Glenferrie Street. It marks the boundary of the Area at this point, the houses on both sides of Arthur and Glenferrie Streets being predominantly Edwardian : No. 4 Glenferrie Street, the home of the architect, Robert Haddon, is exceptional in its use of Art Nouveaux enrichment and as a home inspired by its owner's empathy with the Arts and Crafts movement of the day. Elsewhere, detached villas and attached pairs using red bricks, terra cotta roof tiles and timber enrichment are typical.

Louis William's Anglican Church of St Paul (1938) dominates the southern vista along Glenferrie Road. Situated on the corner of Dandenong Road and Glenferrie Street, it also marks the high ground in this Area, Dandenong Road losing elevation as it runs east and the north-south streets falling towards Caulfield Park, formerly "Paddy's Swamp".

Carnarvon Street is occupied principally by small Edwardian villas with narrow verges and melaleucas. Malvern Grove accommodates a variety of house types and styles in a mature treed setting of pines, elms, planes, eucalypts and grevillea robustas. A Victorian terraced pair marks the southern entry to the street. To the north there are Victorian and Edwardian villas, the former generally in timber and including several narrow, single fronted cottages. Normanby Avenue and Mayfield Grove, the remaining minor streets to the east are low lying, having a mixture of small Victorian and Edwardian villas separated from Dandenong/Normanby Roads by street closures.

The widening of Dandenong Road during the late 1980's has resulted in the destruction of the houses in the path of the roadworks and the construction of a high fence serving as a visual barrier between that thoroughfare and the remaining houses. Where comparatively large villas once stood on spacious allotments, only "Wisteria" survives at No. 135 Normanby Road. Adopting forms and timber enrichment characteristic of the American Queen Anne style, it has this in common with the largely reconstructed timber villa at no. 11 Normanby Avenue and to a lesser extent, 746 Inkerman Road. Normanby Road retains its comparatively opulent Edwardian character in a mature landscaped setting with spacious gardens and mature planes parallel with the railway reserve which, on account of the low lying ground in its vicinity has a high embankment commencing on the alignment of Malvern Grove and continuing to Caulfield Station. The earliest villas are Edwardian.

3.33



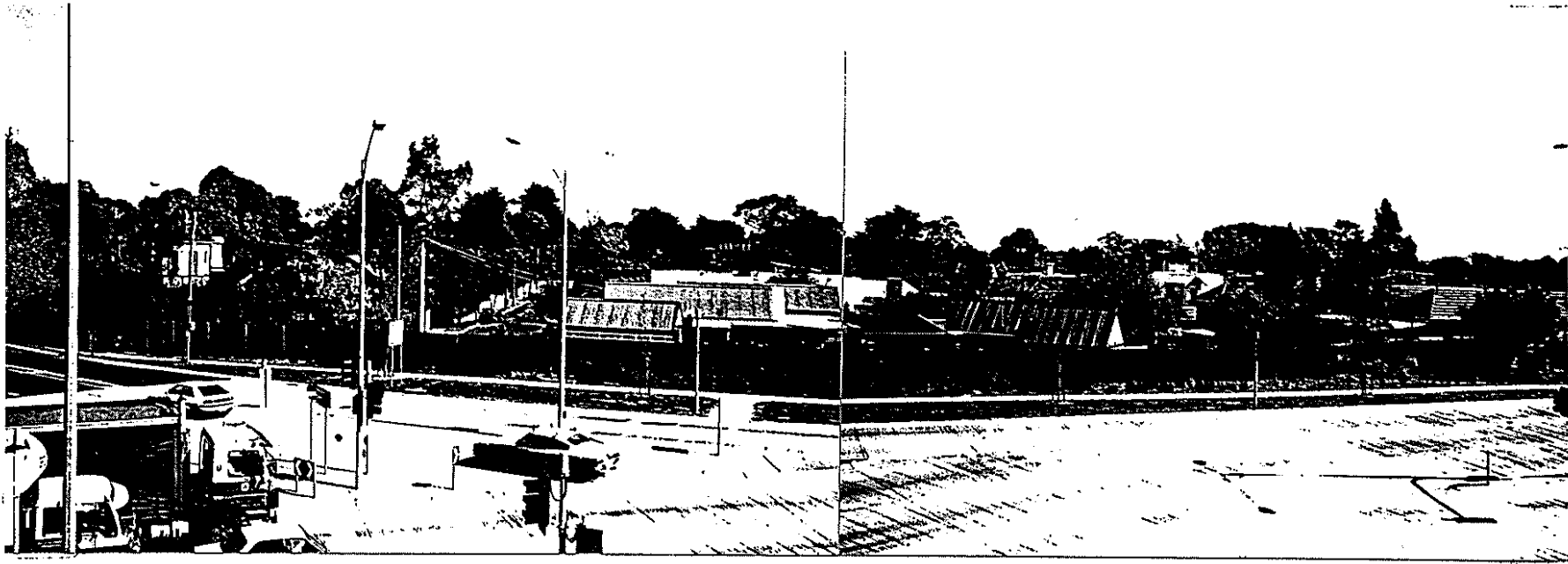
Hawthorn Road shops showing the rare surviving parapeted timber shop at northern edge of centre.



Arthur Street Edwardian pairs with unsympathetic front fences.



Late Victorian villas in mature treed setting, Malvern Grove.



3.34 The widening of Dandenong Roads, completed as recently as 1989, destroyed the north edge of the Caulfield North Historic Area. Notice the tower of "Wisteria" (far left) recalling other villas now demolished.

Further east, Inter-war styles predominate showing Californian Bungalow and Arts and Crafts influence.

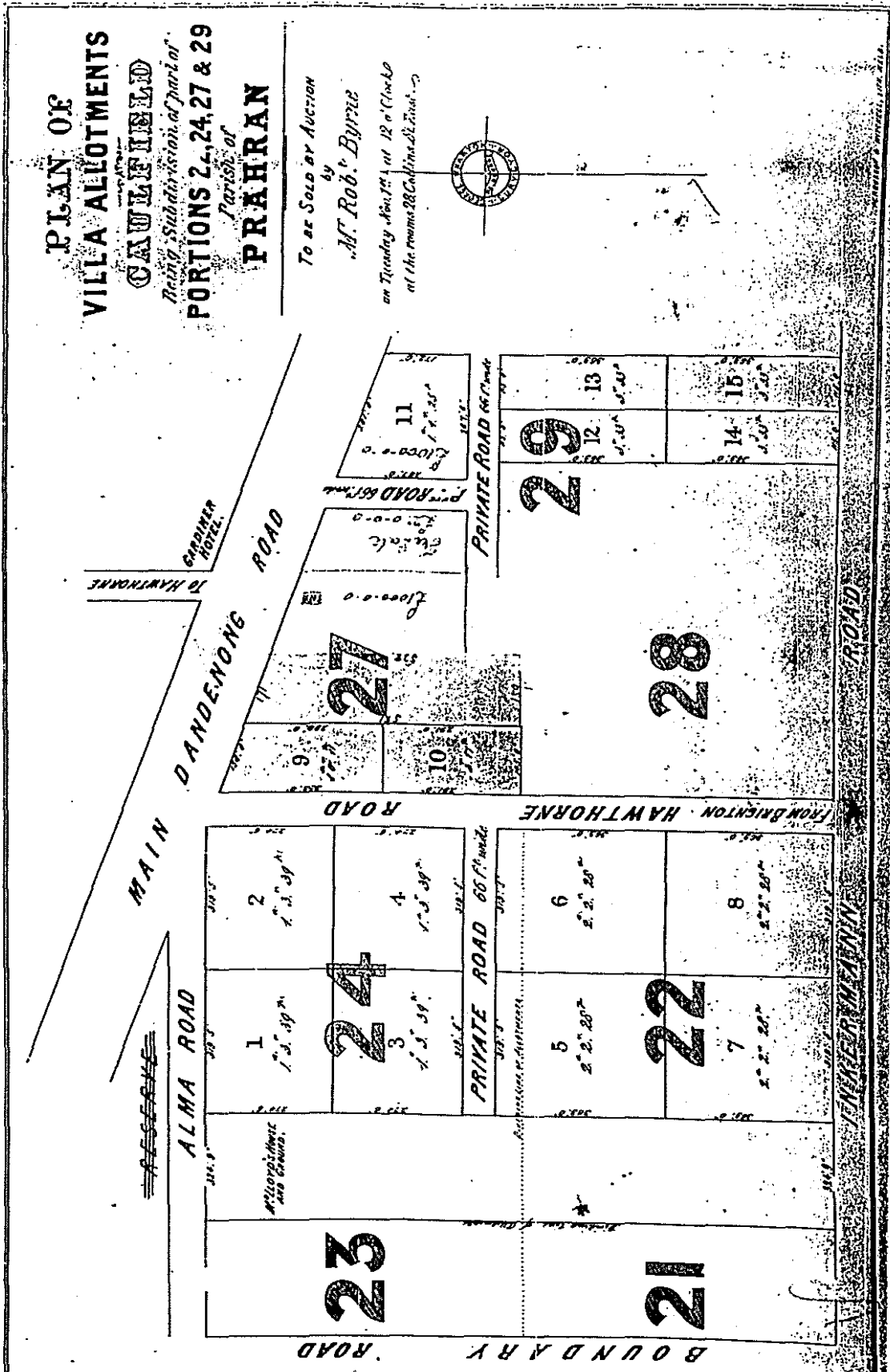
The shops on the north-west corner of the Inkerman and Hawthorn Roads are important survivors on account of their early date and varied forms which include imposing two storeyed blocks and a single storeyed timber shop, complete with moulds and simple pedimented parapet.

3.5.2 Historical Background

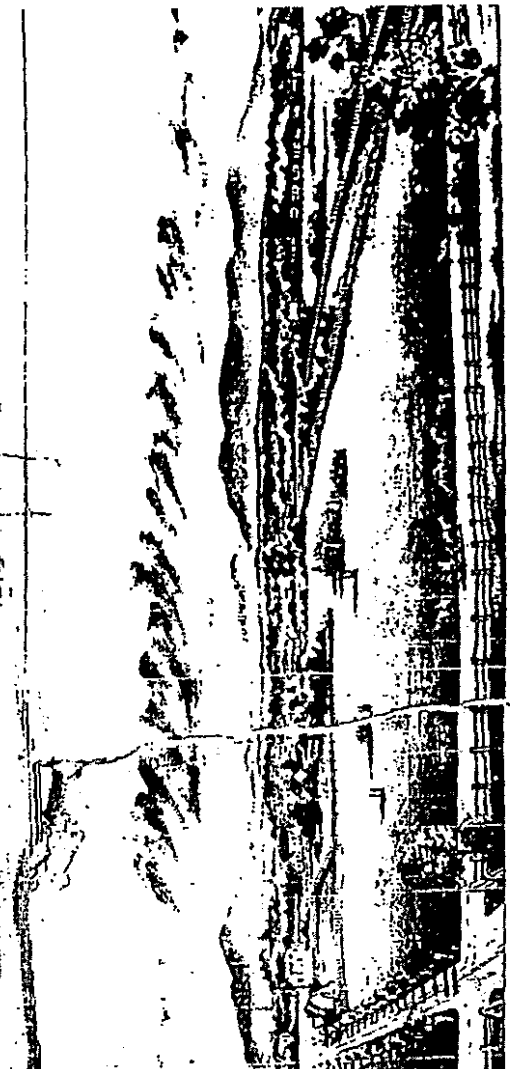
Henry Foot's survey "Plan of Portions marked at Caulfield" of 1853 provided the basis for the first crown lands sale of 25.2.1854 when Thomas Fulton, William Morton, James Lovell and Corbett Cooke acquired 5 of the six allotments into which this Area had been subdivided.²³ "Paddy's Swamp" (Caulfield Park) was reserved from sale as a watering place and the "Oakleigh track" ran approximately parallel with Inkerman Road and a little to the north before heading south-east across the water reserve. To the north beyond "Red Hill" another track meandered generally within the reservation for the Dandenong Road. "Red Hill" was the name given to the high ground in the vicinity of Glenferrie Street where red marl was to be extracted later in the century for road making purposes.²⁴ Murray and Wells note that one of Caulfield's earliest communities, associated with the droving of stock, established itself around "Paddy's Swamp", with its centre of gravity along the southern bank of the swamp by the late 1850's.²⁵ It was designated "Caulfield" from an early date.

During the 1870's private sub-division of the crown allotments was undertaken, presumably having in mind the advantages of railway communications at nearby Malvern Station from 1879. The South Yarra auctioneer, Robert Byrne advertised the subdivision of lots 27 and 29 in the late 1870's²⁶ anticipating a road subdivision which was not to be implemented. It led, however, to the construction of 2 villas facing the Dandenong Road for Richard Dawson and David Way. Shortly afterwards in the early 1880's the "Beaconsfield Park Estate" subdivision of lot 28 and part lot 29 provided for the sale of 15 house sites and for the formation of Arthur Road and St Georges Road, both running north south. Other subdivisions followed. Malvern Grove was sold off by 1885 but largely unbuilt on.²⁷ J. W. Douglas advertised in 1889 as a builder and contractor selling and leasing villas on easy terms from his office in Inkerman Road "near Caulfield Station". His houses were available in estates throughout Caulfield including the "Carnarvon" estate, situated just one minute from Malvern station.²⁸

In 1891, as the Depression loomed, Carnarvon Road (4 houses), Arthur Street (2 houses), Malakoff Road (5 houses) and Malvern Grove (17 houses) had been formed and subdivided. Glenferrie Street was in existence, but unbuilt on and the easternmost residential streets had not been formed. Thomas Kerr ran a grocery business on the site of the shops at the corner of Hawthorn Road and Inkerman Road.²⁹ There was a butcher, fruiterer and dairy produce store there by 1900 and several houses had been erected in Normanby Avenue and Mayfield Grove.



3.35 Robert Byrne's subdivision : c.1879(?).
Source: SLV : Vale Collection.



VIEW OF
THE BEACONSFIELD & SALISBURY PARK ESTATES.
By G. G. G. G. G.

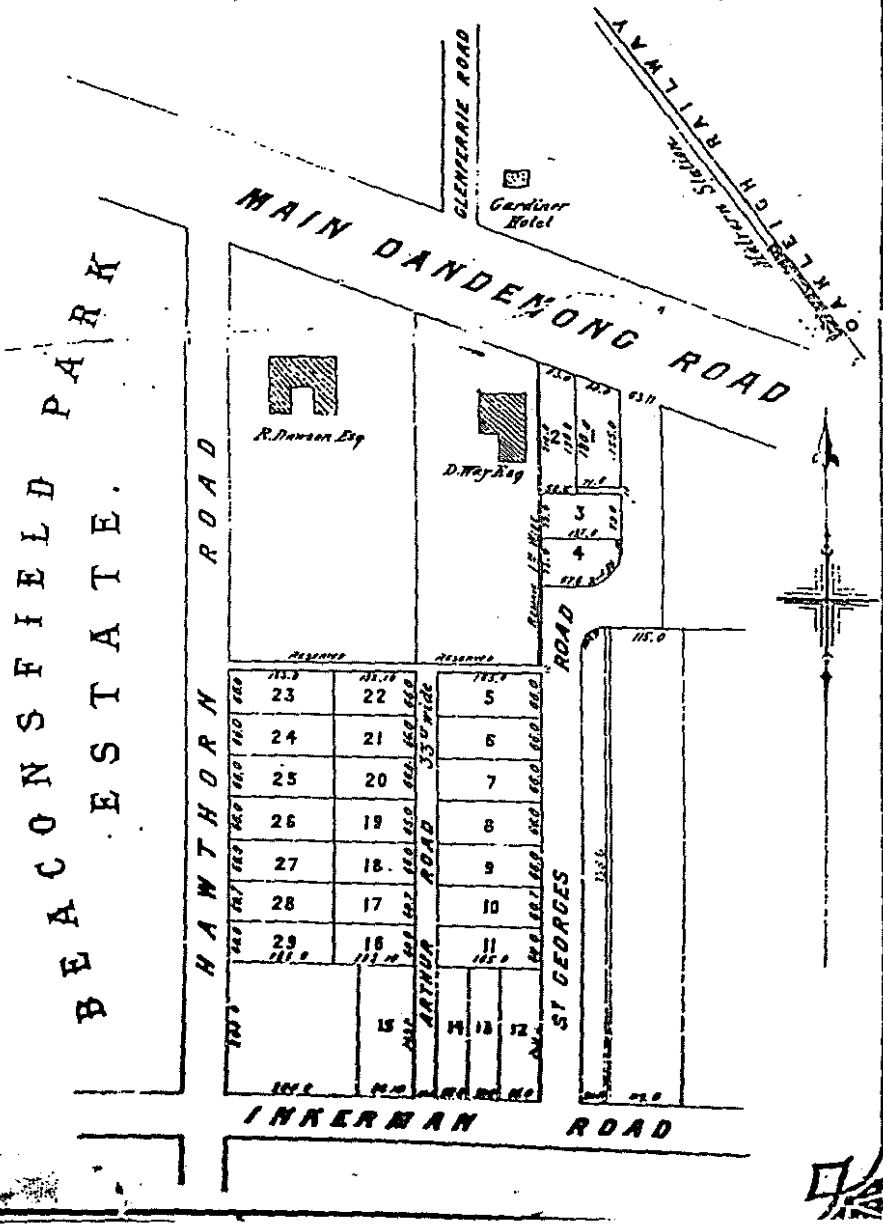
BEACONSFIELD & SALISBURY PARK
ESTATES
CAULFIELD,
ON THE ROAD TO MAMMOTH
G.W. TAYLOR & Co.
AUCTIONEERS
ON SATURDAY, 3rd MAY, at 8 o'clock,
ONE YEAR UNOCCUPIED,
MAMMOTH, HAWTHORN & INKERMAN ROADS,
MALVERN RAILWAY STATION.

TITLE PRESENTS
One-half Acre of land 13 months, bearing 8 per cent.
SPECIAL TRAIN 2.17 P.M.
RETURN FARE 6/-

SATURDAY, MAY 3RD,
at 8 o'clock, on the above
BEACONSFIELD
PARK and
SALISBURY
PARK ESTATES, situated on the
DANDENONG, HAWTHORN
and
CAULFIELD,
ESTABLISHED APPROXIMATELY IN THE
MALVERN RAILWAY STATION,
and within the suburban limits, by road, of the City,
MAMMOTH AUCTION
BLOCK, on the 1st block, of the following of
Very Choice Villa Sites
situated in the above ESTATES, and being the
very best of the most profitable blocks,
THE FAVORITE of the COLONY,
and well adapted for building.

Scale
150 feet to one inch

Arthur H. H. H.
Geo. Taylor & Co.



3.36 The "Beaconsfield Park" estate Plan providing a glimpse of the countryside following the opening of the railway (1879).
Source: SLV : Vale Collection.

In 1915 the Victorian Railways program of track quadruplication between South Yarra and Caulfield was completed. Thereafter, the houses in Normanby Road faced a high embankment, "softened" by a row of plane trees which has now matured. The railway gates at Malvern Gove were replaced by a rail overbridge and the gatekeeper in Dandenong Road moved away.

By 1930 the Hawthorn Road shops numbered 7 on the east side and included a confectioner, woodyard, motor engineer and a carrier. During the Inter-war period the remaining vacant blocks were developed including a number of detached houses and parks towards the east end of the Area. Later again and following the second World War a handful of houses was demolished to make way for newer buildings. In 1989 the completion of the widening of Dandenong Road brought about the demolition of 9 early houses between Carnarvon Street and Mayfield Grove.

3.5.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Arthur Street :	3/3A, 9/11, 10, 12/14, 13/15, 17/19, 21/23, 25/27, 29, 33.
Carnarvon Street :	1A, 5/7, 9/9A, 10, 11, 12, 13/13A, 14, 15, 16, 17/17A, 18, 19, 20, 22, 23, 24/26, 28/30.
Dandenong Road :	528 : St Pauls
Glenferrie Street :	3, 4, "Anselm", 5, 7, 9, 10, 11/13, 12.
Hawthorn Road :	17, 21, 23-29, 31, 33, 39, 43, 45-51.
Inkerman Road :	706, 710, 714/714A, 718, 732/734, 736/738, 740/742, 746, 756/758.
Malakoff Street :	1, 2/4, 3, 5, 6, 8, 9, 10, 11/13, 12, 14/16, 18, 20, 22, 24, 26/28.
Malvern Grove :	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, 17, 19, 21, 23, 24/24A, 26/26A, 28, 29, 30, 31, 32, 33, 34, 35, 36, 38, 40, 42A.
Mayfield Grove :	1, 2, 3, 4/4A, 5, 6, 9, 10, 11, 12, 13, 14, 15, 16.
Normanby Avenue :	6, 7, 8, 9, 10, 11, 12/12A, 13, 14/14A, 15, 16, 17, 18, 19, 22, 24, 26, 30.
Normanby Road :	121, 123, 125, 127, 129, 131, 135 "Wistaria".

3.5.4 Statement of Significance

The Caulfield North proposed Urban Conservation Area is locally significant as a substantially intact and cohesive residential area established during the late nineteenth century Land Boom and subsequently almost fully developed during the period leading up to the Great War. It is representative of speculative development in Melbourne's middle ring suburbs directed at the emerging middle class which was enabled by means of rail communication to live away from the workplace in a garden suburb environment.

3.6 Lempriere Avenue and "Greenmeadows Gardens" Historic Area

3.6.1 Description

This Area is shown in fig. 3.1 and in greater detail in fig. 3.37. It includes the whole of Lempriere Avenue and "Greenmeadows Gardens" to the south as well as the house at no. 19 Meadow Street on the south-west corner of Alston Grove.

Lempriere Avenue is distinguished by the absence of power lines and by the associated maturity of the established liquid ambers. They are complemented by cast cement electric light columns similar to those marketed by the Hume Pipe Co. (Australia) Ltd. of South Australia during the 1920's.³⁰

The vista south to the "Greenmeadows Gardens" is a prominent feature, enhanced by the rough cast cement and wrought iron fence and gates on the park boundary. The vision of the street environment as a cohesive landscaped space is also clearly stated by the sweep of front lawns and nature strips, complemented by low front fences in stuccoed work and the slight curve in the street. Each front fence is returned along the common property boundary separating allotments by approximately 7.5 metres. The park fences, though slightly different, are complementary, and mark the points of entry at Lempriere Avenue and the streets on either side. The front and side fence of the house at no. 24 Alston Grove matches the other work to the park and enhances the entrance off Lempriere Avenue.

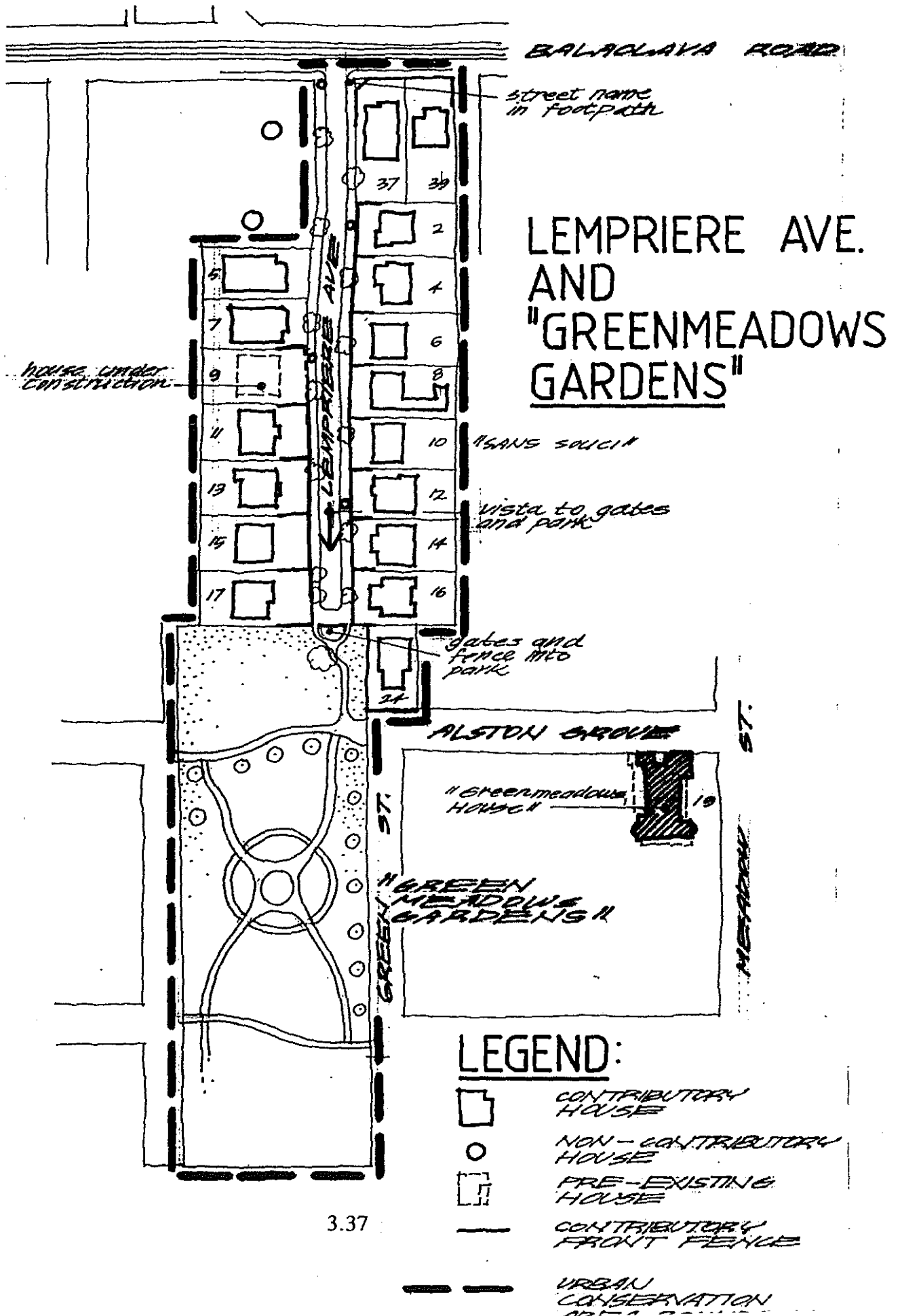
The houses forming part of the development at Lempriere Avenue are simple villas of the period showing the stylistic influences common at this time and including the Californian Bungalow and Spanish Mission designs derived from the western United States. The house at no. 12 is distinguished as the former "Exhibition Home" for the estate. It is in the Spanish Mission style and was fully furnished by the estate developers as an incentive to purchasers of other homes.

"Greenmeadows House", though defaced, retains its plan form as originally built and although physically separate from Lempriere Avenue, is an important element in this Area, having been occupied for a period by W.G. Lempriere.

The "Greenmeadows Gardens" represent an extension of the character of Lempriere Avenue in that they are of the same period and use wall and gate treatments common to the estate. The system of pathways focussing on the central ornamental beds includes rockeries and bluestone pitched edges whilst the trees are now mature including several palms and a large eucalypt which pre-dates European settlement.

3.6.2 Historical Background

This Area has its origins in the construction of the surviving house at no. 19 Meadow Street by William Clarke Senior and its subsequent occupation by W.G. Lempriere from at least as early as 1863.³¹ The house was named "Greenmeadows" or "Greenmeadows House" by Lempriere, an early merchant who managed the Colonial business of Oscar





Lempriere Avenue, looking south



Lempriere Avenue, looking north from "Greenmeadows Gardens"



Pavement street name

Tondeur and Company and was one of the first three councillors of the East St Kilda Riding. He died in office in 1887, the property occupying at that time almost the whole of the south-west corner of the intersection of Balaclava and Orrong Roads as far back as "Greenmeadows Gardens" which was in use as a cow paddock. The subdivision of the holding is understood to have commenced soon after his death³² with the sale of 10 blocks east of Allan Road and leading to the formation of the northern part of Meadow Street. Lempriere's son, John, died in 1913 and in 1916 the Council acquired the site for "Greenmeadows Gardens" from a Mr Kirton.³³

Lempriere Avenue, however, remained undeveloped until the mid 1920's. Late in 1926 it had been sub-divided into 15 lots each with a frontage to Lempriere Avenue and an additional 2 lots facing Balaclava Road. Ownership was in the name of Dickson and Yorston (Pty. Ltd.) of 422 Little Collins Street (lots 13-15, 20, 22 and 24), Mrs Ruby L. Lempriere (lots 15, 18 and 19) and others. Construction of the houses commenced in 1926 with at least 13 houses having been completed in the following year. They were also described in the Rate Books as 7 room brick houses.³⁴ The more modern designs at No. 5 and 7 followed in 1940 and 1954.³⁵ No. 9 was demolished along with its fence in 1993.

G.C. Dickson and J.S. Yorston were established builders in Melbourne's eastern suburbs. They were leaders in the field of garden suburb design wherein entire streets were conceived of as a landscaped unit populated with small brick houses, conservatively designed by builders and designers in picturesque domestic architectural styles.

3.6.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Alston Grove	:	24
Balaclava Road	:	37, 39
Lempriere Avenue	:	2, 4, 5, 6, 7, 8, 10, 11, 12, 13, 14, 15, 16 & 17
Meadow Street	:	19 : "Greenmeadows"
"Greenmeadows Gardens"	:	

3.6.4 Statement of Significance

The Lempriere Avenue estate of Dickson and Yorston Pty Ltd and "Greenmeadows Gardens" represents an early high point in the development of the garden suburb environment in the metropolitan area during the 1920's, demonstrated today by the attention to the design of a landscaped street environment in Lempriere Avenue and by the planned relationship with now mature public gardens which survive in a substantially intact state to the immediate south. The survival of the majority of houses forming part of the development enhances this significance.

The Area's cultural value at the local level is strengthened by its associations with W.J. Lempriere, a foundation councillor of the East St Kilda riding and whose house remains as one of the municipality's oldest surviving houses in Meadow Street.

3.39



65



"Greenmeadows House", seen prior to closer subdivision and before the defacement of the inter-war (?) period.

Source: Murray, P.R. and Wells, J.C., op. cit., p.108

The manicured lawns and gardens of "Greenmeadows Gardens", soon after development. Today, the maturity of the trees represents the most obvious change.

Source: Murray, P.R. and Wells, J.C., op. cit., p.34



An admirable view of Lempriere Avenue, showing the advantages of lawn tips and low front and dividing fences. Note the absence of overhead wires.

- 3.40 Lempriere Avenue, approximately 3 years after the construction of the houses and showing the impact of the garden suburb concept of the street as a landscaped unit. Also notice the street lamps seen prior to the replacement of the original lamps.

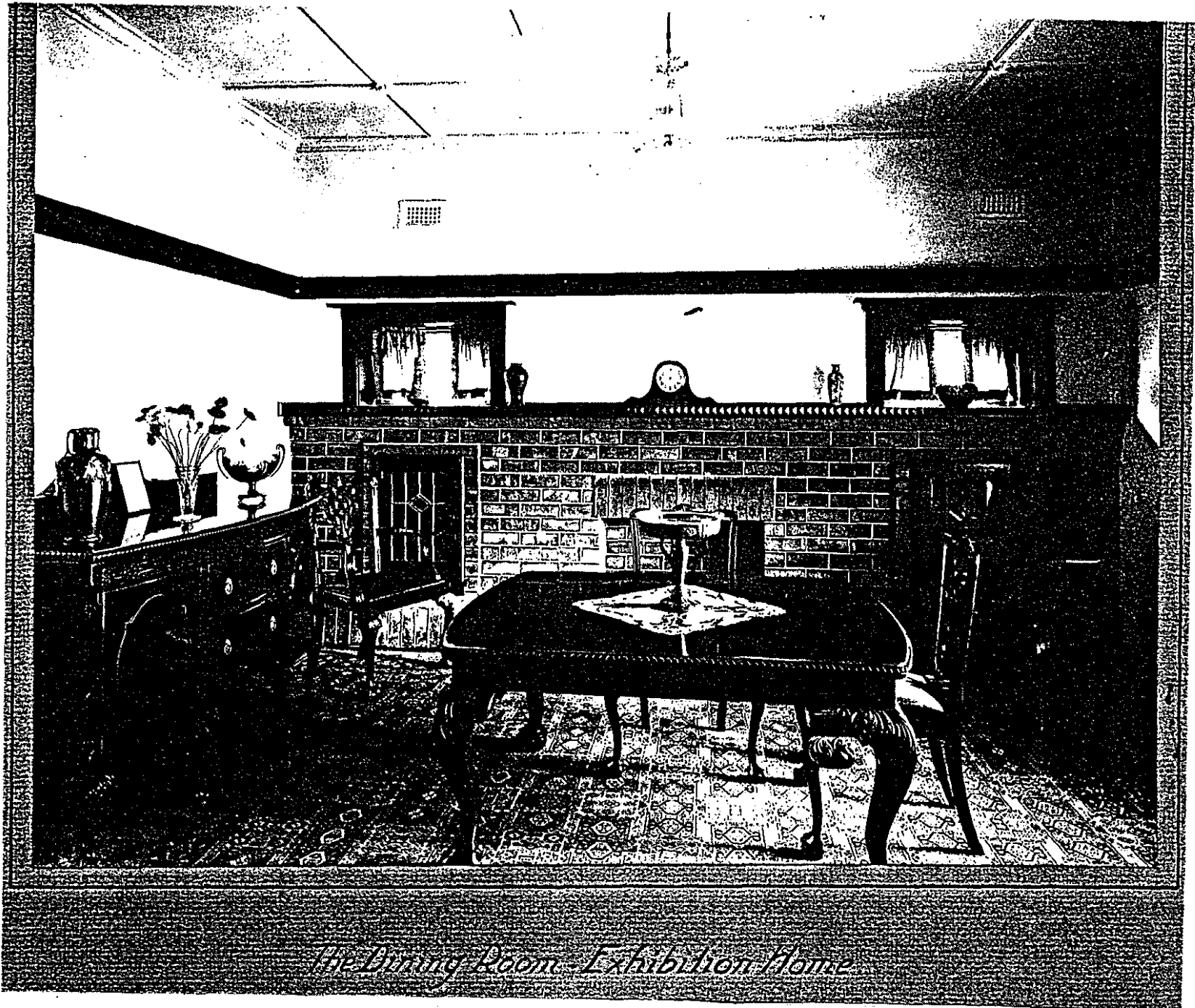
Source: The Australian Home Beautiful, 2.2.1931



3.41 Early view of Lempriere Avenue from the "Greenmeadows Gardens".
Notice the original street lamps.
Source: Caulfield Historical Society



3.42 Early view of Lempriere Avenue, looking south. Notice the unpainted rough cast walls and manicured garden suburb environment.
Source: Caulfield Historical Society



The Dining Room - Exhibition Home

3.43 Inside one of the houses in the "Roselle" estate, Lempriere Avenue.
Source: Caulfield Historical Society

3.7 Vadlure Avenue Historic Area

3.7.1 Description

This Area is shown in fig. 3.1 and in greater detail in fig. 3.44. It consists of 9 houses of which 4 are in Vadlure Street and 5 abut, facing Balaclava Road.

The entrance to Vadlure Avenue is distinguished by the pitched crossing at Balaclava Road and by the houses facing north. Nos. 15 and 17 are in the English Domestic style of the Inter-war period. They are substantial 2 storeyed houses with a common brick fence design incorporating flower boxes and extending across no. 19 on the corner of Vadlure Avenue and running down the side boundary. The Spanish Mission villa at no. 3 occupies a double block with a spacious front garden and "Art Deco" stuccoed panels in the front fence which is further enriched by wrought ironwork to the fence and gates. The wrought iron screens to the front porch are also distinctive. No. 7 adjoins also on a double block, facing no. 6 which is in the Georgian Revival tradition with Egyptian papyrus columns to the porch. The quality of the houses to the south is less distinguished whilst the street, unlike Lempriere Avenue, has overhead power lines carried on timber poles.

3.7.2 Historical Background

The whole of the land formed by the Vadlure Avenue subdivision was owned by Pauline Peterson in 1927. It measured 330 feet x 473 feet 10 inches and accommodated a single 12 roomed house. It adjoined "Goathlands", owned by Ormond Smith, subsequently demolished. The construction of the present houses commenced in 1930-31 at nos. 4 and 10, in 1931 at no. 2 and at no. 23 Balaclava Road.³⁷ Construction of the other houses followed during the decade with nos. 15-19 Balaclava Road in 1934 and no. 6 Vadlure Avenue, the last house to be built in the street, in 1936.

3.7.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

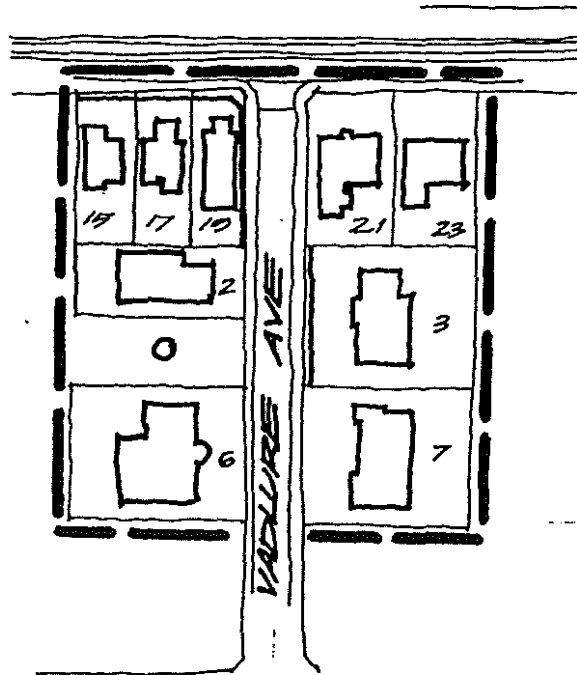
Balaclava Road	:	15, 17, 19, 21, 23
Vadlure Avenue	:	2, 3, 6, 7

3.7.4 Statement of Significance






The Vadlure Avenue Historic Area is locally important as a small group of substantial middle class house of the Inter-war period including exceptional Spanish Mission and English Domestic influenced residences and front gardens.

3.44

BALACLAVA ROAD



LEGEND:

-  CONTRIBUTORY HOUSE
-  NON-CONTRIBUTORY HOUSE
-  PRE-EXISTING HOUSE
-  CONTRIBUTORY FRONT FENCE
-  URBAN CONSERVATION AREA BOUNDARY

VADHURE AVENUE

3.45



Substantial houses
showing English
Domestic, Moderne
and Mediterranean
influence :
Vadlure Avenue
(1993).



3.8 The Hillcrest Estate Historic Area

3.8.1 Description

This Area is shown in fig. 3.1 and in greater detail in fig. 3.46. It includes 11 houses in Hillcrest Avenue and 2 facing Marara Road where it intersects with Hillcrest Avenue. They are small, single storeyed brick houses with hipped tiled roofs. Where a special stylistic effect was sought, the front projecting hip was replaced with a gable. Walls are stuccoed and often given a rough cast finish whilst cast plaster and manganese bricks are used to enrich the facades. Stylistic references are to the Spanish Mission, Californian Bungalows, English Domestic and Classical Revival styles, various "devices" such as gable ends with tiled verges, "Palladian" window motifs and Tudoresque arches being used to make each house appear different to its immediate neighbour. An avenue of established *Tristania Conferta* softens the street environment which is enhanced by low brick fences giving prominence to the houses and front gardens. The fences are identical and have returns along the common property boundaries to the building line giving a neat, planned appearance to the street, especially during its early years. Driveway gates are of wrought iron and the drives themselves are grouped into pairs so as to simplify the rhythm of lawns and crossings up the street and to enable the garages to form links between the houses. The entire street environment is strikingly cohesive compared with those which adjoin and the houses are both neat and conservative in their preservation, forsaking the modernist designs which were elsewhere gaining a foothold in the domestic market.

3.8.2 Historical Background

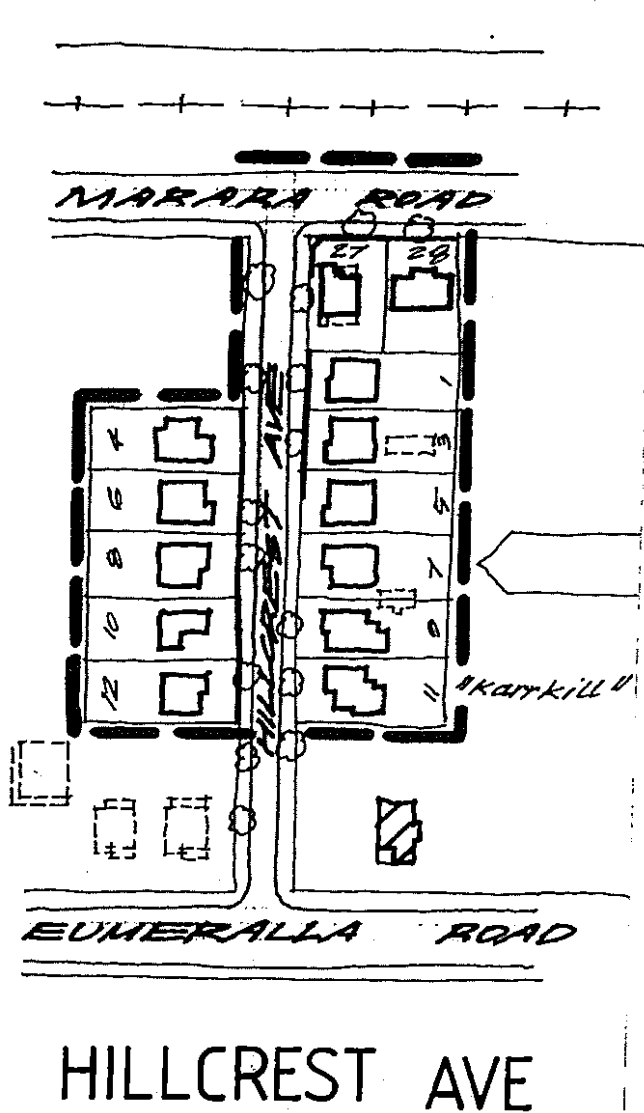
Albert Jennings, founder of the A.V. Jennings Construction Co., was a real estate agent in Glen Huntly during the 1930's depression. He retained Edgar Gurney, an architecture student, and William Vine, builder, to erect his early houses, commencing his first estate development in Merri Street, renamed Hillcrest Avenue, in 1933. Albert Jennings arranged for the name change and for Council to pave the road upon completion of the houses and forwarding his share of the cost. They were aimed at the lower to medium level of the market and although quite small were fitted out with water and gas services and a high level of equipment and fittings.³⁸ Advertisements in the *Argus* referred to a "beautiful twin-arch brick bungalow" with "Tudor fireplace, chandelier lighting, double and swing oak doors, china cabinets and so on."³⁹

Development of the subdivision began in April or May, 1933 and the last of the houses was built c.1934.

3.8.3 Schedule of Contributory Sites






The following sites contribute to the historic character of the Area:

Hillcrest Avenue	:	1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Marara Road	:	27, 28.



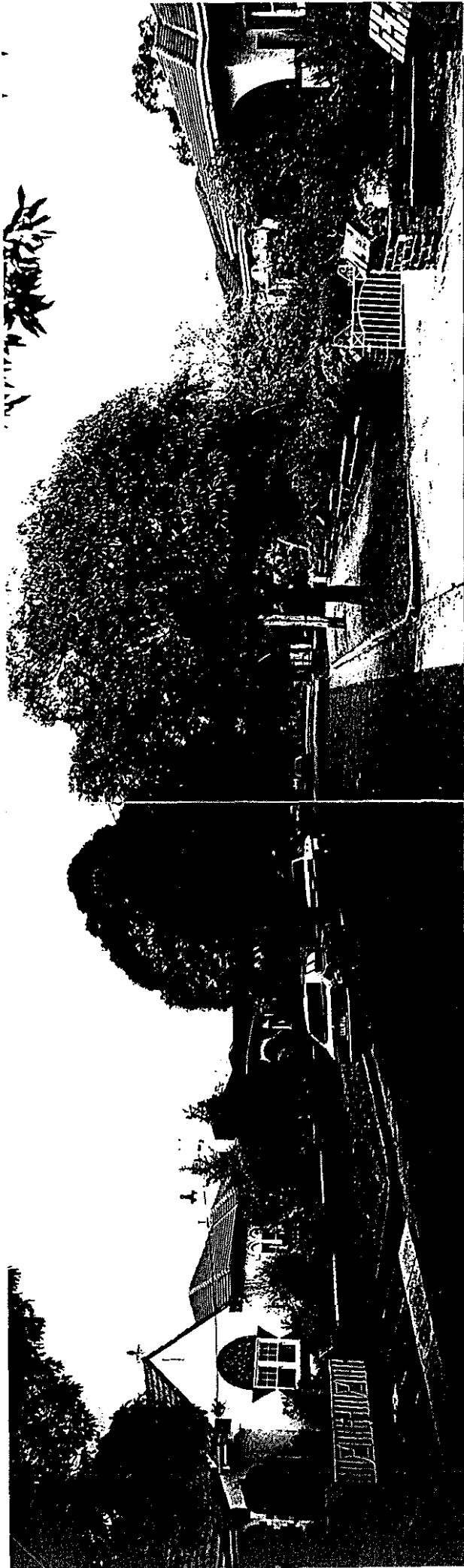
3.46

LEGEND:

-  CONTRIBUTORY HOUSE
-  NON-CONTRIBUTORY HOUSE
-  PRE-EXISTING HOUSE
-  CONTRIBUTORY FRONT FENCE
-  URBAN CONSERVATION AREA BOUNDARY

3.8.4 Statement of Significance

The Hillcrest Estate Historic Area is noteworthy at the State level as the first housing estate undertaken by the A.V. Jennings Construction Co., later Jennings Group Limited, Victoria's largest home builder. It has historic value also as an early planned housing estate associated with the depression years and is distinguished by its aesthetic values formed by a combination of restrained diversity in house styles and a landscaped garden house environment.



"Hillcrest" Estate

3.47

3.48



Standard front fence : "Hillcrest" Estate, (1993)



Typical Villa : "Hillcrest" Estate, (1993)



Garden wall linking houses : "Hillcrest" Estate, (1993).

3.9 The Beauville Estate Historic Area

3.9.1 Description

This Area is shown in fig. 3.1 and in greater detail in fig. 3.49. It consists of the houses facing Beauville Avenue and Gloucester Court, and a number of houses facing Dalny and Murrumbeena Roads and Lindsay Avenue. The tennis courts, now run by the St. Patricks Church and School also form part of the Area as do the five two storeyed shops and residences in Murrumbeena Road shown in the figure.

The houses are similar to those in the slightly earlier Hillcrest Avenue Estate, the similar house plans being "disguised" by minor planning and stylistic changes to create streets of apparently different houses in a garden setting. The fences are similar to Hillcrest Avenue and some houses, such as "Bromley", have their names in cast cement using letterfaces recalling the Inter-war years. The house at no. 30 Beauville Avenue is exceptional in that it adopts the then avant garde International style with cube forms that featured in the Building Industry Congress Board of Publicity's Centenary Houses Exhibition of 1934.

Beauville Avenue is unusual in that it is terminated in a cul-de-sac (see Section 3.9.2) whilst the design of the estate may well be unique for its time in that the houses back onto 6 tennis courts for public use. St. Patrick's Church, which adjoins the estate is a comparatively recent structure whilst the school has one building erected in 1930 and prior to the release of the Beauville lots.

In Murrumbeena Road, the shops which form part of the estate are a simple cream brick row relieved by manganese bricks in bands across the upper storeys. Today, the houses in Dalny Road are somewhat depressed by comparison with the other less busy streets of the estate.

3.9.2 Historical Background

In 1933 the land on which the Beauville estate was to be constructed was owned by Thomas Reid, a market gardener and he occupied a 5 roomed brick house near the Catholic School and with a frontage to Dalny Road.⁴⁰ A.V. Jennings acquired the land in that year and proceeded immediately upon his largest subdivision undertaken to date. It involved the construction of two residential streets : Beauville Avenue and Gloucester Court; shops in Murrumbeena Road to service the needs of the new residents and tennis courts at the rear of the blocks on land which could not be readily used for other purposes. Additional lots were purchased in Lindsay Avenue with a view to continuing Beauville Avenue through to Marma Road. Sufficient land, however, could not be obtained and Beauville Avenue was terminated in a court with the houses at nos. 40-44 Lindsay Avenue remaining as evidence of this unfulfilled intention. By late 1934, 3 villas had been erected in Beauville Avenue, one in Murrumbeena Road and one in Dalny Road.⁴¹ The majority followed in 1935 with another 20 in 1936. Jennings proceeded to construct the street at this time whilst directing his attentions to his third estate, Beaumont, in Heidelberg, where houses were commenced in the same year.⁴²

3.9.3 Schedule of Contributory Sites

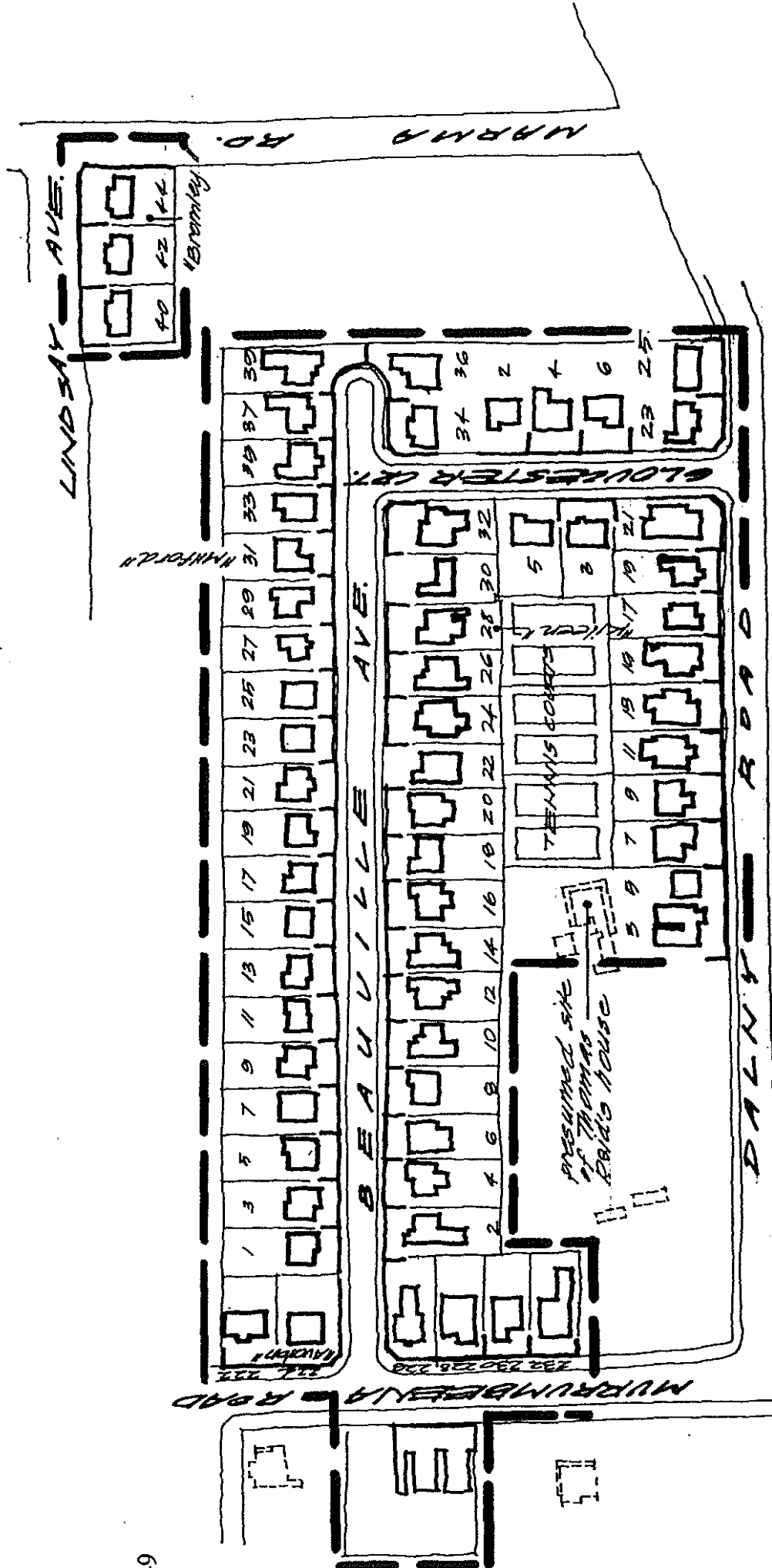
The following sites contribute to the historic character of the Area:

Beauville Avenue	:	1-39
Dalny Road	:	3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25
Lindsay Avenue	:	40, 42, 44
Murrumbeena Road	:	222, 224, 226, 228, 230, 232 and shops
Tennis Courts	:	







3.9.4 Statement of Significance

The Beauville Estate Historic Area is important at the State level as the first large housing estate undertaken by the A.V. Jennings Construction Co., later Jennings Group Limited, Victoria's largest home builder. It is important also as a very early estate development incorporating a range of features other than houses and including made roads, shops and recreation facilities. In this respect it was the forerunner of the comprehensively planned housing estates of the post war era.

The estate is distinguished by its aesthetic values, as is the earlier and comparable Hillcrest Estate, which are formed by a combination of restrained diversity in house styles, with the exception of no. 30 in the emerging International style, and by a landscaped garden environment.



LEGEND:

-  CONTEMPORARY HOUSE
-  NON-CONTEMPORARY HOUSE
-  PRE-EXISTING HOUSE
-  CONTEMPORARY FRONT FENCE
-  BEAUVILLE AVENUE
-  LINDSEY AVENUE

"BEAUVILLE ESTATE"



Front gardens showing low front and boundary fences characteristic of A.V. Jennings earliest estates : "Beauville" Estate (1993).



Murrumbidgee Road shops : "Beauville" Estate (1993).



Typical houses : "Beauville" Estate (1993).

3.10 Crompton Court Historic Area

3.10.1 Description

This Area is shown in fig. 3.1 and in greater detail in fig. 3.51. It is a small court off Booran Road in Caulfield South, close to the Hillcrest Estate (q.v.), consisting of 6 similar brick villas in the Spanish Mission Style. Wall surfaces are rough cast. "Llwita", facing Booran Road, remains in an unpainted state and the garages link the houses in pairs. Decoration includes "Palladian" hood moulds to the windows, cabled pillars, papyrus capitals, leadlighting, Ionic and Tuscan columns.

The absence of front fences is an important feature which links the front gardens, footpaths, nature strips and road pavement into a single unifying element. This unity is enhanced by the layout of no. 5, at the head of the court. Here, a loggia forms the principle element of the facade and it is flanked by symmetrical lamps on the front buffalo grass lawn.

At Booran Road, the south-west corner is occupied by a later house, concealed behind a high fence.

3.10.2 Historical Background

In 1924/25 the land on which Crompton Court was built was divided into 3(?) parcels owned separately by Edward and Joseph Kennelly. By 1929, the 5 blocks forming the court had been built on and were occupied by 5 room brick houses. The owner/occupiers were William Jackson, a salesman, Mrs. Ellen Snares, William Martin, traveller, Horace Goddard, manager and Edmund Harding, bank clerk (owner Titus Salt, plumber).⁴³ No. 197 Booran Road at the north-west corner was vacant, and presumably just completed.⁴⁴

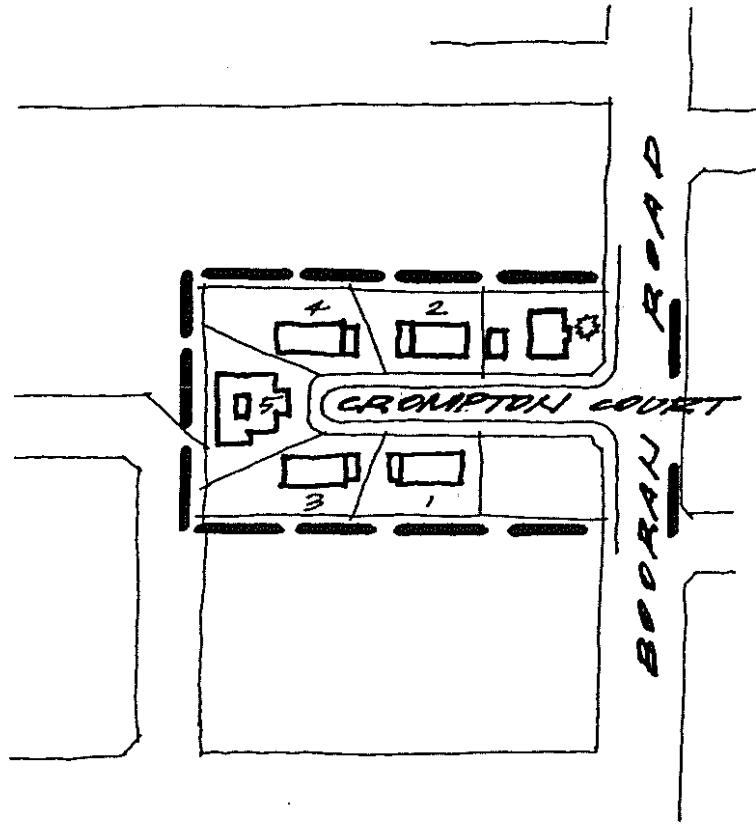
3.10.3 Schedule of Contributory Sites

The following sites contribute to the significance of this Area:

Booran Road	:	197
Crompton Court	:	1, 2, 3, 4, 5.

3.10.4 Statement of Significance






Crompton Court is locally important as an early garden estate, comparable with Lempriere Avenue (q.v.), 1926-27. Though smaller and lacking some features of Lempriere Avenue, the consistent design of the houses in the Spanish Mission Style, the treatment of no. 5 at the head of the court and the absence of front fences are distinguishing features at the local level. In these respects, Crompton Court is representative of the best garden estate design practice in Caulfield during the mid Inter-war period:



CROMPTON CRT.

3.51

LEGEND:

-  CONTRIBUTORY HOUSE
-  NON-CONTRIBUTORY HOUSE
-  PRE-EXISTING HOUSE
-  CONTRIBUTORY FRONT FENCE
-  URBAN CONSERVATION AREA BOUNDARY

3.52



Crompton Court, northside, showing the absence of front fences, possibly arising from the comparatively narrow front gardens (1993).



No. 5 Crompton Court, situated at the head of the court (1993).

3.11 Astolat Avenue Historic Area

3.11.1 Description

This Area is shown in fig. 3.1 and described in more detail in fig. 3.53. It is a small court off Omama Road consisting of 6 houses with another two facing Omama Road and the Springthorpe Reserve, in Murrumbreena. The houses on the east side of the court are in the Californian Bungalow Style and somewhat defaced. Nos. 5, 7 and 9 on the west side are in the Spanish Mission style and substantially intact, Nos. 7 and 9 adopting similar plan and expression with variegated hipped tile roofs, "feature" parapets, "Palladian" windows, round arched porches and cabled colonettes and pillars. The fences to these houses are unifying elements.

3.11.2 Historical Background

Astolat Avenue forms part of the Omama Estate of 1909 and there are a number of houses in Omama and Wahroonga Roads which were erected following this subdivision. A subdivision plan for Astolat Avenue was lodged in 1926⁴⁵ and two houses were under construction in that year.⁴⁶ W.H. Bruce, a builder of Orville Street, Malvern, owned the subdivided blocks and carried out the work, erecting additional houses in 1927-1929, 1931 and 1936 until the entire subdivision in its present form had been completed.

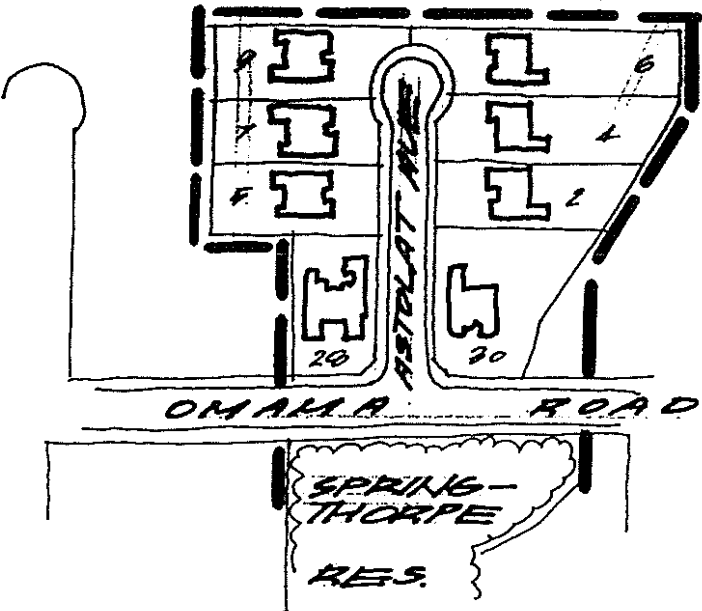
3.11.3 Schedule of Contributory Sites

The following sites contribute to the significance of this Area:

Astolat Avenue	:	2, 4, 5, 6, 7, 9.
Omama Road	:	28, 30.

3.11.4 Statement of Significance






This Area is representative of a number of Inter-war subdivisions and has been degraded following the alteration of a number of its houses. Nos. 5, 7 and 9 are representative of Caulfield's better Spanish Mission villas but the remainder of the houses are undistinguished.



ASTOLAT AVE

3.53

LEGEND:

-  CONTRIBUTORY HOUSE
-  NON-CONTRIBUTORY HOUSE
-  PRE-EXISTING HOUSE
-  CONTRIBUTORY FRONT FENCE
-  URBAN CONSERVATION AREA BOUNDARY



Astolat Avenue

3.12 Park Crescent Historic Area

3.12.1 Description

This Area is shown in fig. 3.1 and in greater detail in fig. 3.55. It is a quiet curving cul-de-sac originally forming part of a continuous street marking the eastern boundary of Caulfield Park and linking Inkerman and Balaclava Roads. It is situated to the immediate south-east of the Caulfield North Historic Area, and is also located in Caulfield North.

Park Crescent is distinguished by the restriction of residential development to its eastern side and by the open landscaped views across the Park. The houses are in the Spanish Mission and Classical Revival Styles of the Inter-war period with roughcast walls, "Palladian" windows, cabled pillars and colonettes and Tuscan, Ionic and Corinthian column capitals. The majority of the houses is intact and they form a continuous row of seven prominent villas which is terminated at the recent barrier to through traffic.

The low front fences are intact and they face a pipe rail fence along the Park side of the crescent.

3.12.2 Historical Background

Forming part of the Paddy's Swamp Reserve, a plan of subdivision for suburban allotments alienating the eastern and western ends was prepared in 1879.⁴⁷ A curving street similar to Park Crescent was envisaged at the eastern end of the reserve taking up as much dry land as appeared sensible given the proximity of the swamp and lagoon to the immediate west.

Development proceeded following further subdivision during the late nineteenth and early twentieth centuries but the house blocks between nos. 54 and 66 remained vacant until 1931 when no. 58 was under construction for a Mr John Powers.⁴⁸ Others followed in 1932 and by 1935 nos. 54 and 62 had been built. By 1941 all 7 houses had been completed.

3.12.3 Schedule of Contributory Sites

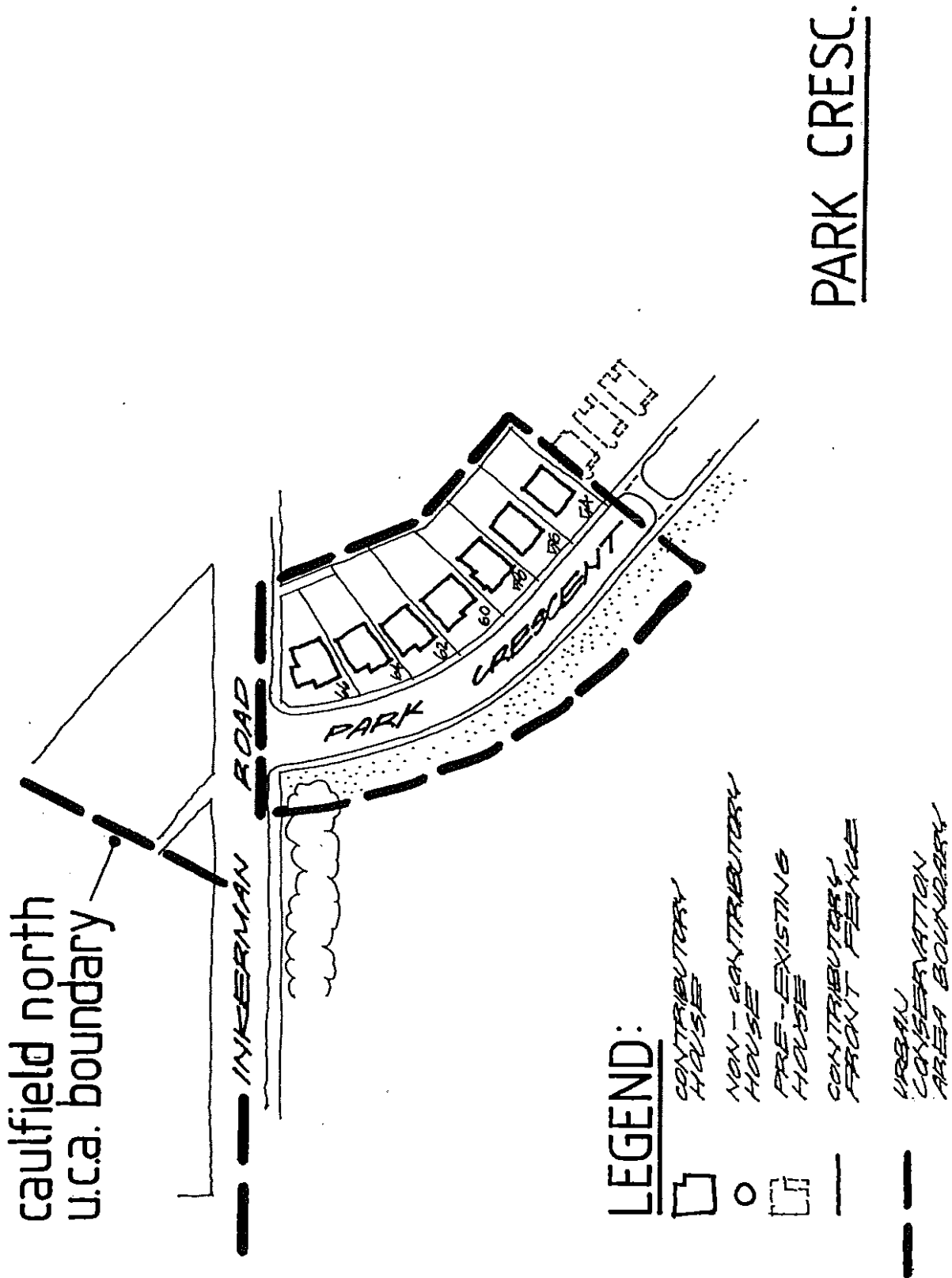
The following sites contribute to the significance of this Area:

Park Crescent : 54, 56, 58, 60, 62, 64, 66, Caulfield Park

3.12.4 Statement of Significance

The Area is locally important for its aesthetic value as a prominent row of late Inter-war houses skilfully demonstrating the use of Classical, Mediterranean and Spanish Mission styles in a landscaped setting, enhanced by the view across Caulfield Park.

3.55





3.56

Park Crescent (1993).

3.13 Glen Eira Road Historic Area

3.13.1 Description

This Area is shown in figs. 3.1 and 3.57. It is located on both sides of Glen Eira Road between Linlithgow Avenue and Kambrook Road, Caulfield North, and at the eastern end of Glen Eira Road, including a portion of Kambrook Road. It is distinguished by the variety of Inter-war period houses of high architectural quality and differing styles.

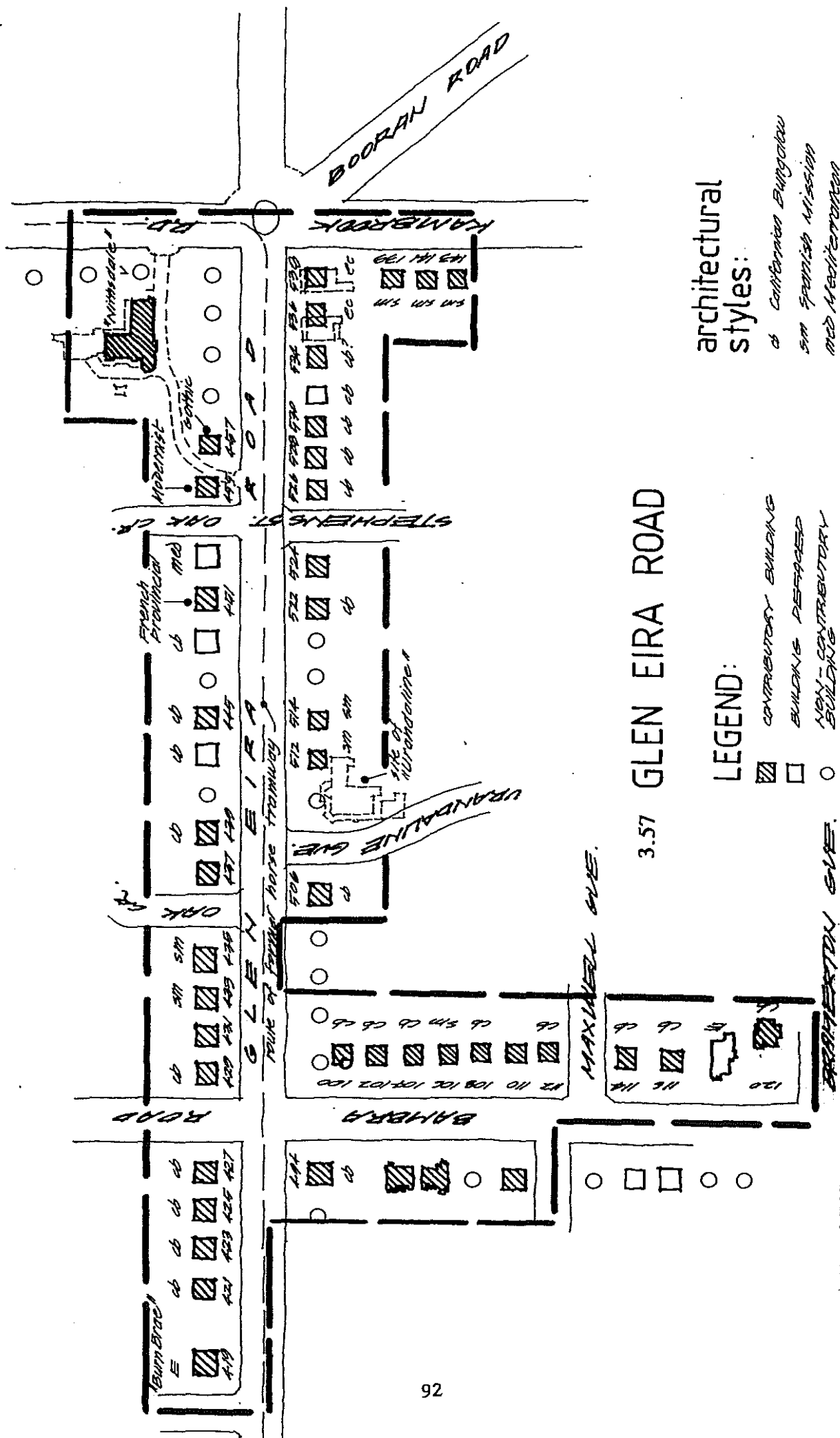
Nos. 536 and 538 are picturesque stuccoed houses in the Old English style with attic floors and steeply pitched variegated terra cotta shingles. No. 538 has an oriel bay window and the stuccoed walls are relieved by decorative bricks in a random fashion, characteristic of the style and enhancing their picturesque effect. Other devices include flared eaves, running low to the ground, hood moulds, leadlit glazing. No. 249 Glen Eira Road is one of a number of Californian Bungalows with curved and shingled bays, an arched and buttressed porch, decorated beam ends, Tuscan order columns, lead lighting, rough cast walls and a stuccoed fence with wrought ironwork. It forms one of a prominent pair with no. 427 at the Bambra Road intersection.

There are several Spanish Mission villas in the area, the most distinguished of which has been recently restored at the corner of Glen Eira Road and Oak Crescent (west). The walls have a rusticated stuccoed finish, cabled columns, Palladian windows, Cordovan roof tiles, bracketed sills and there is a picturesque arched gateway at the corner of the allotment. It stands apart from the typical Mission/Mediterranean villas of Glen Eira.

The villa at no. 451 shows French Provincial influence with its shingled conical tower, roughcast walls and tapestry bricks. It has an oriel bay window, dormer, lamp and strapwork. Comparing in some respects with the larger house in Glen Huntly Road at the Rosebery Grove intersection. Finally, to the east of Oak Crescent (east), there are two striking homes, no. 455, an early Modernist house using horizontal and vertical elements with stuccoed and manganese brick surfaces and a porthole window, and no. 457 which is in a vernacular Gothic style. Remote, and standing in contrast to this array of Inter-war period houses, is "Nithsdale", glimpsed from Glen Eira Road but almost invisible on account of the surrounding post war development.

3.13.2 Historical Background

When the Caulfield Tramway Company opened its single line horse tramway along Glen Eira Road to Caulfield station in 1889, the eastern end of this road passed through open paddocks and alongside "Urandaline", a charming late Victorian villa residence with corner pinnacle roof, demolished in 1995. At Kambrook Road, there was a cluster of villas and small homes, the majority of which, including "Hedlingham", and "Annesley", have been demolished. Only "Nithsdale", built for J.S. Crouchin 1858 and extended in 1885 with a tower and associated rooms, survives as testimony to the nineteenth century occupation of the vicinity of the Kambrook/Glen Eira Road intersection.



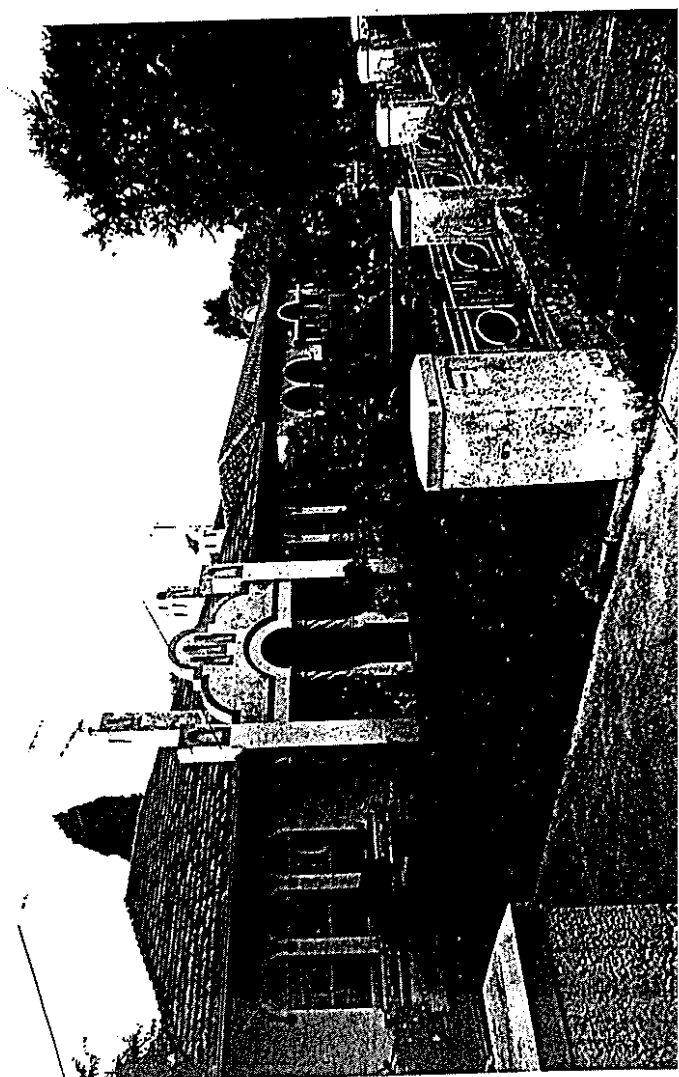
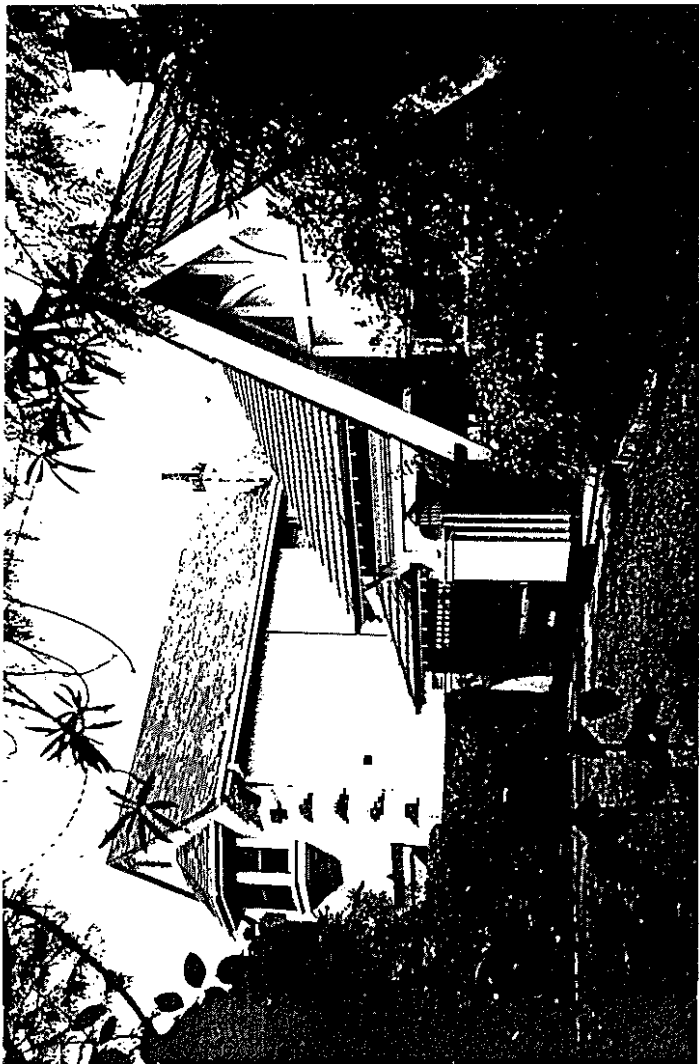
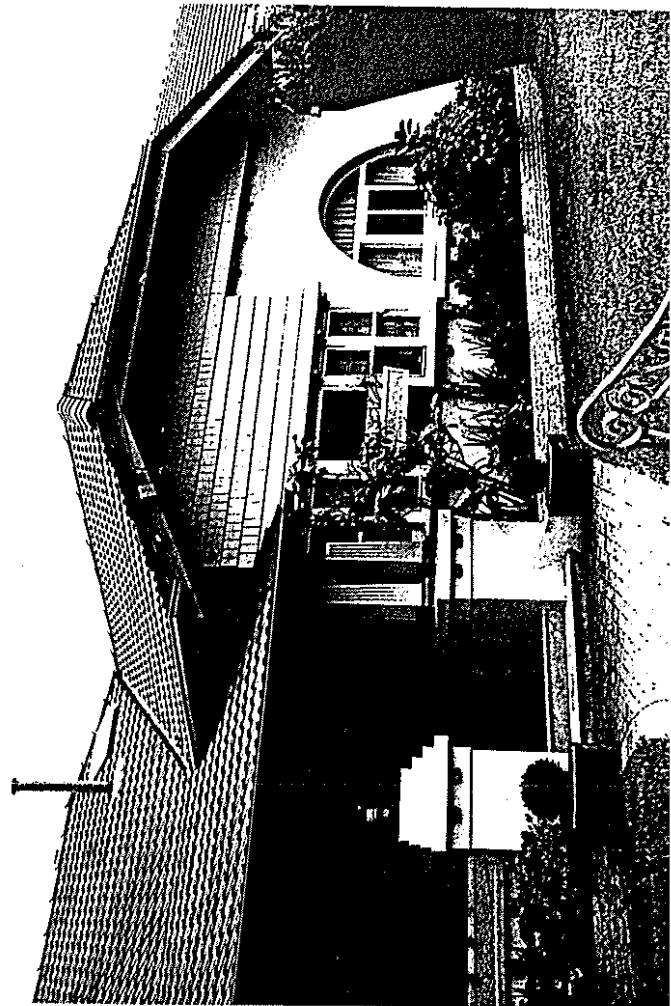
architectural styles:

- cb California Bungalow
- sm Spanish Mission
- med Mediterranean
- cc English Cottage
- m Moderne
- cr Colonial Revival

LEGEND:

- ▨ CONTEMPORARY BUILDINGS
- BUILDINGS WITH RED FACED
- NON-CONTEMPORARY BUILDINGS

— PROPOSED URBAN CONSERVATION AREA BOUNDARY



33 3.58 Glen Eira Road houses



3.59

Glen Eira Road houses at
Booran Road (upper) and
north side nos. 433-435
(lower)



3.60 Glen Eira Road houses, including the tower of "Nithsdale", glimpsed from Glen Eira Road.

Grand Subdivisional Land Sale by Public Auction At 3 o'clock on the Law
in a Spacious Seated M

Saturday, 16th September, 1922

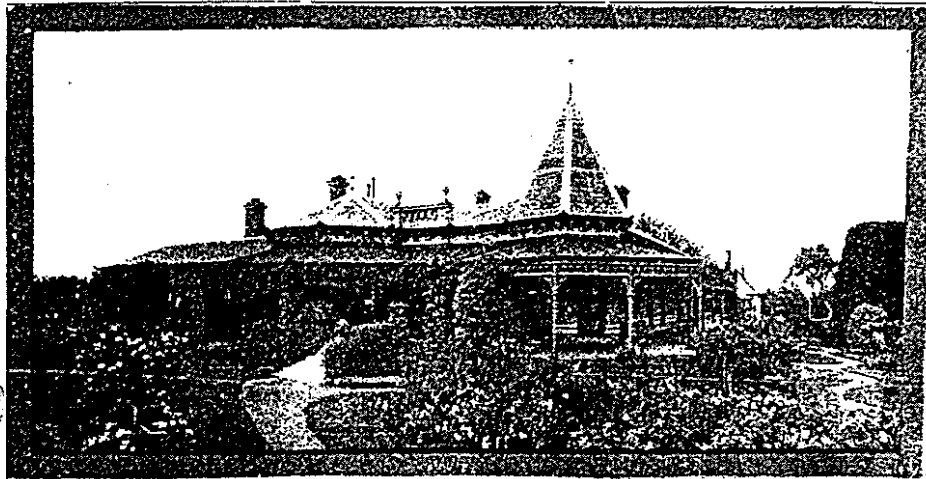
51

BEAUTIFUL
RESIDENTIAL

HOME
SITES

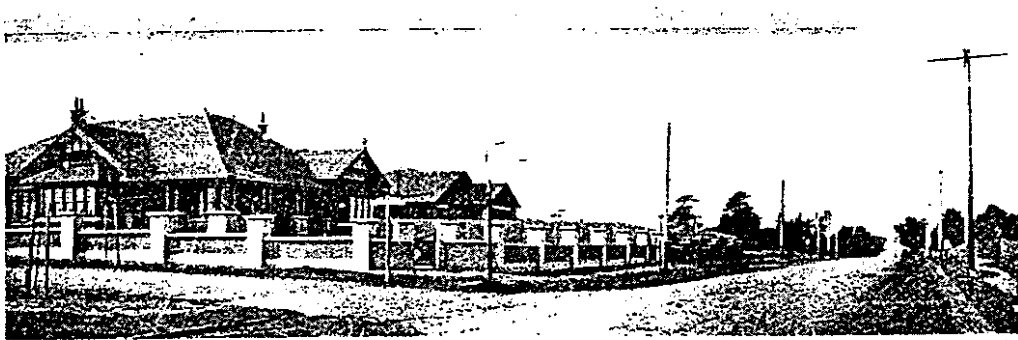
Adjoining this
Charming
Residence

"Urandaline"



On the
of the
with iron
to
Glen Eir
Bambra
of
Maxwell
Caulfr

UNLOCKED AT LAST



VIEW OF GLEN EIRA ROAD. ALMOST OPPOSITE URANDALINE ESTATE

3.61

Extracts from auction notice for the "Urandaline" estate of 1922. In the lower view, "Burn Brae" at Linlithgow Avenue, no. 419 Glen Eira Road, marks the western boundary of the Historic Area.

The horse tramway of the 1880's land boom was eventually closed in 1897, re-opened by the Caulfield, Elsternwick and Malvern Tramway Company Limited in November, 1901 and finally closed eleven months later.

The area was too remote from the established centres to attract development during the post Federation years. On 16.9.1922, the "Urandaline" Estate was "unlocked at last" according to the auctioneer's land sale notice but even this sale anticipated the erection of suburban villas by six and more years. In 1922, however, there was some prestigious development to the west, at Linlithgow Avenue and Glen Eira Road itself was a formed and gravelled thoroughfare with kerb and channel, earth shoulders and electric lights.⁴⁹

By 1927, the suburban development which was to give this section of Glen Eira Road its stylistic diversity, was underway. On the north side, two houses had been built between Bambra and Kambrook Roads and there was a third between the two Oak Crescent intersections under construction. Many of the vacant blocks were owned by the Equity Trustees.⁵⁰ Mrs Olga Biggins was in residence at "Urandaline" and there were two houses under construction in Urandaline Grove.⁵¹

In the following year, there were two houses in existence and two under construction between Bambra Road and Oak Crescent. Another six houses had been completed between the Oak Crescent intersections and one was under construction. There was no further development along the north side beyond Oak Crescent (east) although the modernist villa at no. 455 was under construction in 1929.⁵² Charles Strangward was occupant there in 1930,⁵³ the remainder of the land going east being the grounds of "Nithsdale".

By 1930 the majority of the present Inter-war houses in this section of Glen Eira Road had been built, isolated sites being built on until at least 1935⁵⁴ when No. 451, the "French Provincial" villa, was being built for Ida E Lever.

3.13.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area.

Bambra Road: 100,102, 103, 104, 105, 106, 108, 109, 110, 112, 114, 116, 120.

Glen Eira Road: 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 445, 451, 453, 457, 488, 494, 506, 512, 514, 522, 524, 526, 528, 530, 534, 536, 538.

Kambrook Road: 133: "Nithsdale", 139, 141, 143.

3.13.4 Statement of Significance

This Area is architecturally important for the manner in which it brings together unusually fine examples of houses representing the major growth periods and styles for which Glen Eira is noted. They include the mid and late Victorian periods ("Nithsdale"), the post Federation years ("Burn Brae" at No. 419 Glen Eira Road), and a range of Inter-war styles of an especially high standard within the municipality. This latter group includes

Californian Bungalows (especially No.s 427 and 429 Glen Eira Road), Spanish Mission villas (notably nos. 433 and 435 Glen Eira Road), Old English Cottages (nos. 536 and 538 Glen Eira Road), and isolated French Provincial, Gothic Revival and Modernist houses (nos. 451, 457 and 455 Glen Eira Road respectively).

3.14 Chloris Crescent Historic Area

3.14.1 Description

This Area is shown in figs 3.1 and 3.62. It is centred on Chloris Crescent, embracing the Glen Huntly tram depot on the west side and Bambra Road on the east. It also includes some villas on the south side of Glen Huntly Road.

The houses are typical Inter-war period middle class villas associated with the suburban expansion of the metropolis following the Great war and linked functionally with the services of the Melbourne and Metropolitan Tramways Board. Nos. 905-921 Glen Huntly Road constitute a prominent and intact sequence of seven houses which delight the eye, as houses of the period often do, for their attraction to picturesque detail and patterned brickwork, expressing features characteristic of the Californian Bungalow, Spanish Mission and Astylar groups. Of special interest is the house at No. 890 Glen Huntly Road with the Moorish arch to the front porch. It is a comparatively unusual motif recalling the influence of the East on domestic architecture of the day.

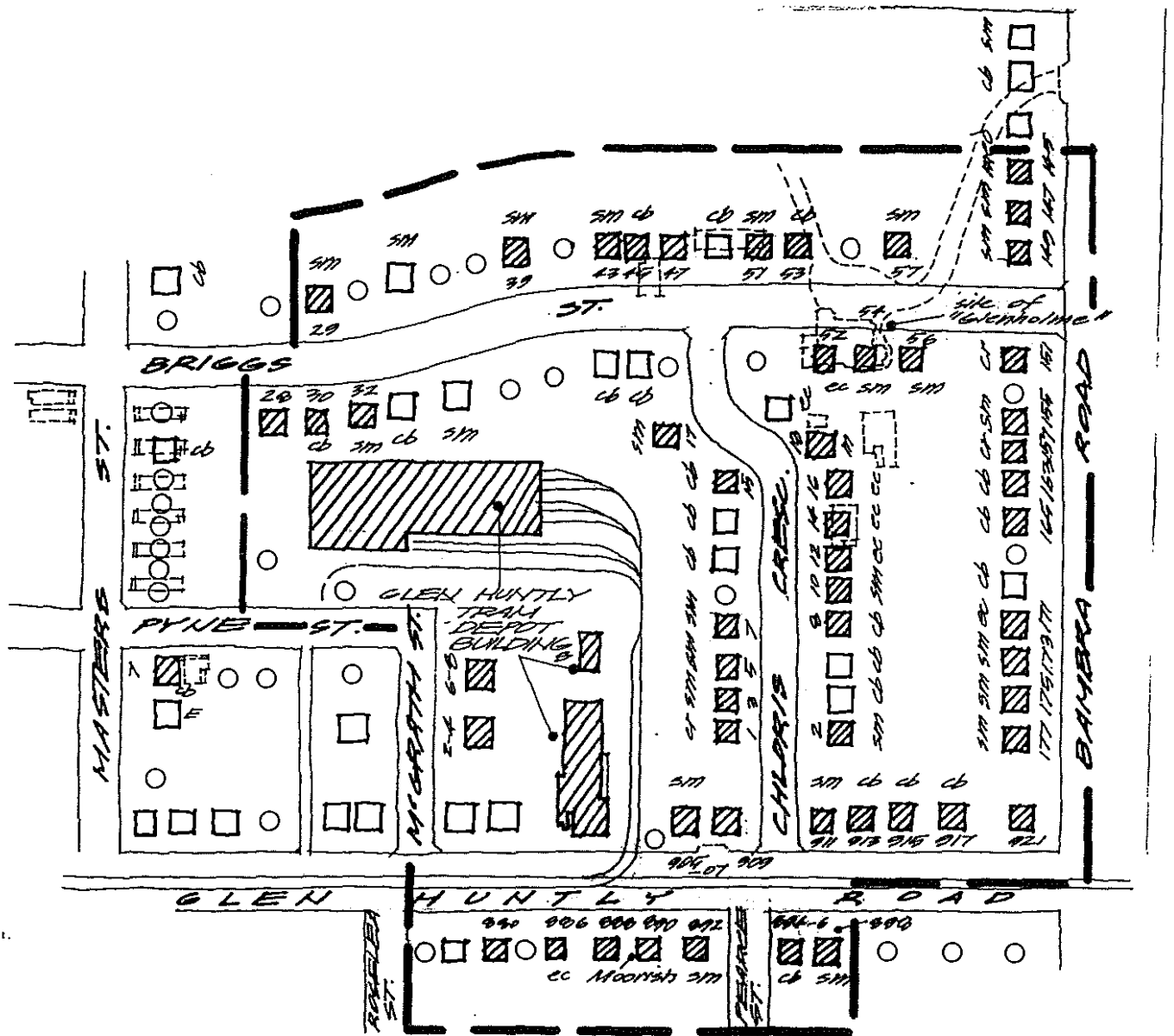
In Chloris Avenue there is a range of speculative builders' houses, again diverse in their choice of architectural styles, including representative Old English, Spanish Mission, Californian Bungalow and Mediterranean villas extending towards Briggs Street where a number of villas has recently been demolished.

The west side of Bambra Road is similar although a small number of high fences has been built to provide a measure of acoustic and visual privacy for residents. "Banff" at no. 151 is of interest for the survival of its stuccoed finish in an unpainted state. The tram depot, known when it was built by the M&MTB in 1924 as a car depot, has a two storeyed traffic and revenue office facing Glen Huntly Road and a six road car shed at the rear with exterior sidings. The character of the office is conservative, in the classical mode, with a heavy bracketed cornice and tri-partite openings to the porch and surmounting window. Together with the movement of the trams themselves, this facility, though common enough in suburban Melbourne, reinforces the Inter-war character of the Area and is, of course, rare in other state capitals throughout the country.

3.14.2 Historical Background





In 1871 when John Hart built his two storeyed villa residence to become known as "Glenholme", facing Bambra Road, it was the only house in the vicinity of present day Chloris Avenue. The MMBW litho plan of July, 1905, also shows two smaller houses to the south of "Glenholme", curiously situated well away from the nearest public road. "Glenholme's" driveway ran out to Bambra Road but there was also a fence line running down to the present day intersection of Chloris Avenue and Glen Huntly Road with a set of gates implying that carriages came and went through this point.⁵⁵

Electric trams first ran down Glen Huntly Road, past Chloris Avenue when the Prahran and Malvern Tramways Trust opened its network of routes in Caulfield in 1913. From this



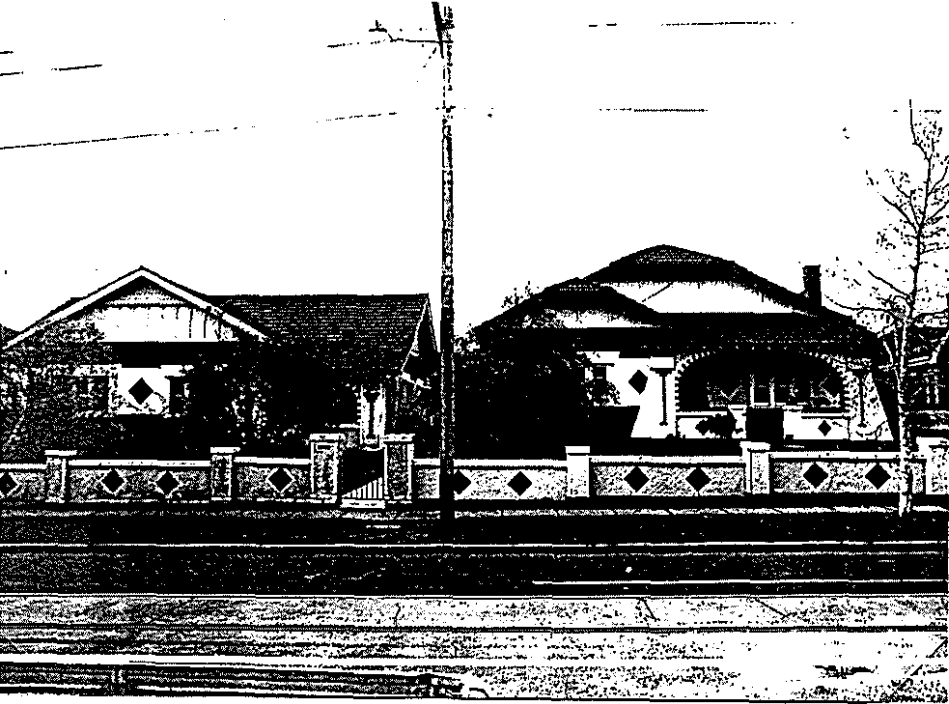
3.62 | CHLORIS CRESCENT

LEGEND:

-  CONTRIBUTORY BUILDING
-  BUILDING DERAGED
-  NON-CONTRIBUTORY BUILDING
-  PROPOSED URBAN CONSERVATION AREA BOUNDARY

architectural styles:

- cb* Californian Bungalow
- sm* Spanish Mission
- med* Mediterranean
- ec* English Cottage
- m* Moderne
- cr* Colonial Revival



101

3.63

Houses on the north side of Glen Huntly Road between Bambra Road and Chloris Crescent, proceeding from upper right, upper left to bottom right.





3.64

The Glen Huntly car depot, still with MMTB (Melbourne and Metropolitan Tramways Board) in faience (upper) and nos. 892-890 Glen Huntly Road (lower). Notice the traffic island markings which are less intrusive than raised islands with "keep left" signs.

time, a single track route, with passing loops, commenced at Grange Road and ran to Point Ormond with connections at Hawthorn Road.

It was not until 1923, however, that "Glenholme" was subdivided and Chloris Crescent formed.⁵⁶ The old house was demolished and it was in the same year that the M&MTB opened its "car" (tram) depot at Glen Huntly. It was the first new depot built by the Board and had become necessary as tram services in its vicinity were improved. A builder by the name of Main, in Briggs Street, immediately purchased three lots on the west side of Chloris Crescent and had built three timber houses there by 1924. They remain in existence today at nos. 9, 11 and 13. No. 13, occupied by Francis W. Main, a carpenter, was called "Mainville" during this time, being sold to Ellen Brown in 1929.⁵⁷ No. 9, named "Coo-ee", was also retained by Walter F. Main (sic) and it was occupied for a period, not surprisingly, by a conductor, Eric George.⁵⁸ These were the first houses in the Area, the Bambra and Glen Huntly Road frontages being undeveloped at this time.

The mid to late twenties, however, witnessed an almost complete transformation into its present form. In Chloris Crescent, a builder, John C. Dawes, appears to have erected no. 8 "Elgan" and no. 12 in 1925. George Ashton, another builder, was erecting the brick houses at nos. 3 and 5, in the Classical and Spanish Mission styles respectively, in 1929. Interestingly, they had galvanised iron garages, demonstrating that the occupants, along with other house holders in the area, had, or at least aspired to have, their own motor cars. Ashton built adjoining no. 1, "Glyn", with its ionic order porch, in 1930. No. 4, a timber Californian Bungalow of 1925, celebrates the occupation of this locality by William Lang, whose house name "Chloris Park", has been adopted by its occupant.

In 1927, the north side of Glen Huntly Road between Chloris Crescent and Bambra Road had been subdivided, development following in 1928 and 1934. The new owners included a bank clerk and a secretary.⁵⁹ Patrick McMahon had bought six blocks on which he had houses erected in 1934. In Bambra Road, houses were erected between 1926 and 1929 for a number of individuals, including an accountant, dairyman, two builders, a hairdresser and a line operator.⁶⁰

3.14.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Bambra Road: 145, 147, 149, 151, 155, 157, 163, 165, 171, 173, 175, 177.

Briggs Street: 28, 29, 30, 32, 39, 43, 45, 47, 51, 52, 53, 54, 56, 57.

Chloris Crescent: 1, 2, 3, 5, 7, 8, 10, 12, 14, 15, 16, 17, 18.

Glen Huntly Road: 880, 886, 888, 890, 892, 894-6, 898, Glen Huntly Road Tram Depot, 905-7, 909, 911, 913, 915, 917, 921.

McGrath Street: 2-4, 6-8.

3.14.4 Statement of Significance

This Area has historic and architectural significance. Its historic significance is demonstrated by the close juxtaposition between tram depot and suburban homes, built at the same time and expressing their interdependence : a relationship which made possible the subdivision and settlement of the whole of the remaining open land in the Old Caulfield Municipality during the Inter-war period.⁶¹ It demonstrates a lifestyle which continues today but which has its origins in this period and has all but passed in other Australian capital cities.

The Area's architectural values are derived from the intact state of the stylistically diverse 1920's housing stock, demonstrating a standard of living representative of the period.

3.15 The "Glen Huntly Park" estate Historic Area

3.15.1 Description

This Area is shown on figs 3.1 and 3.65. It is situated immediately to the south of "Lord Reserve" on land bounded by Grange Road in the west, Moira Avenue in the east, Lyons Street to the north and Neville Street to the south. It is obviously distinguished from other residential streets of the City by the concrete paved roadways which are complemented by concrete footpaths, kerbs and crossings. This stage of the "Glen Huntly Park" estate demonstrates the principles of the Garden Suburb movement which was popular in the Inter-war period. Importantly, the idea of a garden suburb stood in contrast to the comparatively cramped streets of the Victorian and post Federation eras. At "Glen Huntly Park" the public environment is treated as a landscaped unit and is defined as the space between the opposing facades of the houses themselves. Here, as has been noted, the pavement materials are the same. The low front fences recognise the visual importance of an open garden environment which begins with the householders' front gardens and extends with minimal interception to the nature strip and roadway. Here, decorative wing walls extend the villa facades to the side boundaries and high side fences have been banished from the front garden areas. These characteristics had been exploited earlier at Lempriere Avenue, in 1926, but at "Glen Huntly Park" they reflect accepted good planning practice and have been used over a much larger area.

Although the street grid is unimaginative, it is relieved by the curves in the western ends of Miller and Morgan Streets, a device which no doubt was imposed upon the developer rather than chosen but which nevertheless adds visual interest.

The housing stock has a comparatively high level of integrity but lacks the consistent standard of artistic expression characteristic of other comparable areas within the municipality, possibly due to its late development immediately prior to and after the Second World War. It is the earlier houses, especially those of the early thirties, which attract the eye, in the west end of the Area.

3.15.2 Historical Background

The land occupied by this estate formed part of the Leman Swamp reserve which served during the mid Victorian years as a watering place for travelling stock and a source of peat. Peat was burnt to form an ash which was used by the local gardeners as a soil fertiliser. When William Murray Ross purchased the swamp in 1874⁶² these activities were curtailed. Ross commenced to drain the swamp, the diminished area of wetlands being known as the Sugar Works Swamp.

As suburban development spread across the municipality, from west to east, the then Caulfield Town Council came under pressure to purchase an eastern parkland reserve. In 1913, the year when Caulfield was gazetted a City, Percy Owen offered 14½ acres of the old "Sugar Works Paddock" to the Council. This offer was accepted.⁶³ Later on, Council purchased more of the same swampland. The year was 1928 and the land was to be developed as the Lord Reserve, recalling the work of Councillor Harry Lord who had his

seat from 1920 to 1940.⁶⁴ To the south, the proprietors of the "Glen Huntly Park" estate appear to have been in a degree of financial difficulty. The Glen Huntly Road tram had been extended to Koornang Road via Truganina Road in 1926 and the Wall Street crash of October 1929 had plummeted Victoria's economy into a state of depression.

On 13.12.1930, the Council ordered the sale of the first stage of the estate to recover unpaid Municipal charges.⁶⁵ This stage included both sides of Miller Street and the south side of Morgan Street as far as Moira Street. All of the allotments were sold, the construction of houses commencing in 1931 with no. 6 Miller Street and concluding at the Moira Avenue end after the war. It is this section of the estate which contains the houses of greatest architectural interest, having been erected earlier than the remaining portions. There were to follow, also on orders of the Council, pursuant to an Order of Sale by the Supreme Court made 3.12.1934 in an action against "Glen Huntly Park" and others.⁶⁶ They were situated to the east of Moira Street, the third and final release occurring on 19.3.1938.⁶⁷

3.15.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Lyons Street: 6, 10, 12, 14, 16, 26, 40, 42, 44.

Miller Street: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11; 12, 13, 14, 15, 16, 17, 18, 19, 20, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 34, 36, 38, 40, 42.

Moira Avenue: 2, 22-24.

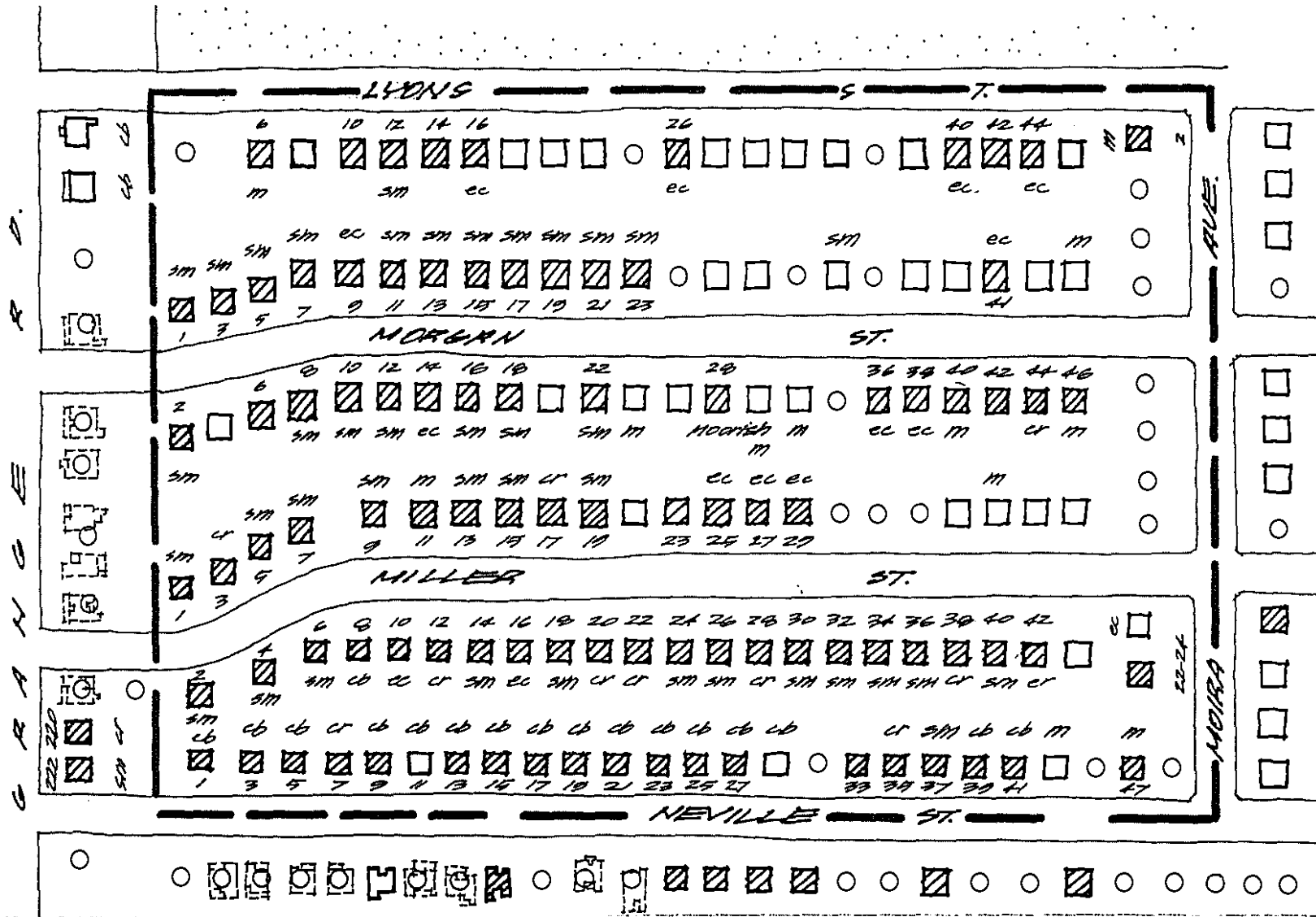
Morgan Street: 1, 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 28, 36, 38, 41, 42, 44, 46.

Neville Street: 1, 3, 5, 7, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 33, 35, 37, 39, 41, 47.

3.15.4 Statement of Significance

This Area has architectural and potential historic significance. Its architectural values are derived from the estate's capacity to demonstrate the planning principles of the Garden Suburb movement, pioneered in Melbourne during the mid 1920's and seen at "Glen Huntly Park" in the landscape treatment of the public environment, characterised by low front and side boundary fences, nature strips and concrete pavements. These elements are reinforced by housing stock which is representative of its period and survives with a high level of integrity.




The potential historic significance of the estate arises from the extent to which Council intervened and therefore had responsibility for its design and construction. Although Council's decision to order its sale is known, its role in the planning and execution of the work remains the subject of further research.




3.65

GLEN HUNTLY PARK ESTATE

LEGEND:

-  CONTRIBUTORY BUILDING
-  BUILDING REFACED
-  NON-CONTRIBUTORY BUILDINGS

 PROPOSED URBAN CONSERVATION AREA BOUNDARY

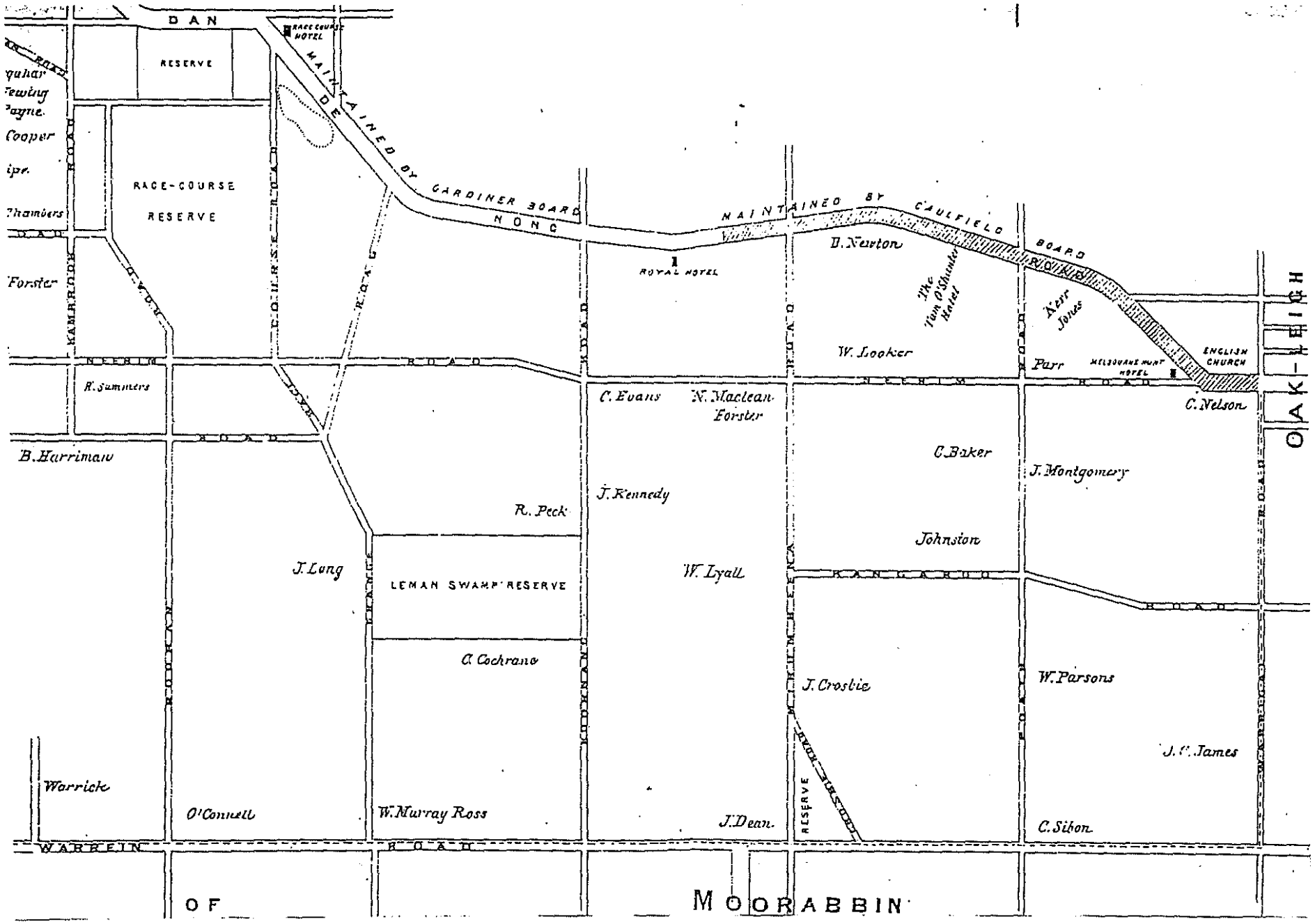
architectural styles:

- cb* Californian Bungalow
- sm* Spanish Mission
- med* Mediterranean
- ec* English Cottage
- m* Moderne
- cr* Colonial Revival



3.66

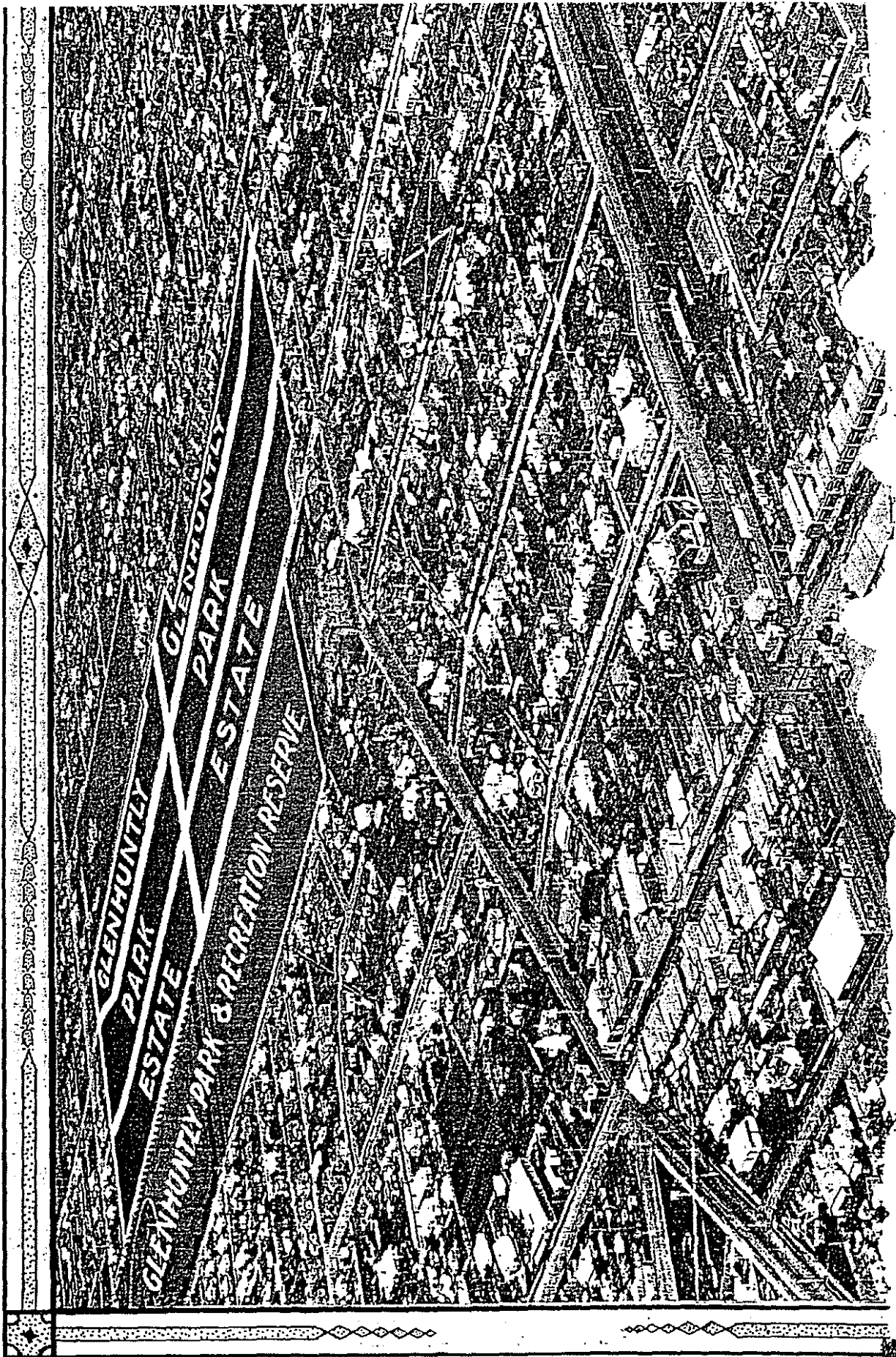
Morgan and Miller Streets: "Glen Huntly Park" estate



3.67

The Leman Swamp reserve c.1857

Source: extract of map of the Caulfield Road District: City of Glen Eira



3.68 Aerial view of built up area surrounding the old Leman Swamp reserve, 1930.
Source: City of Glen Eira

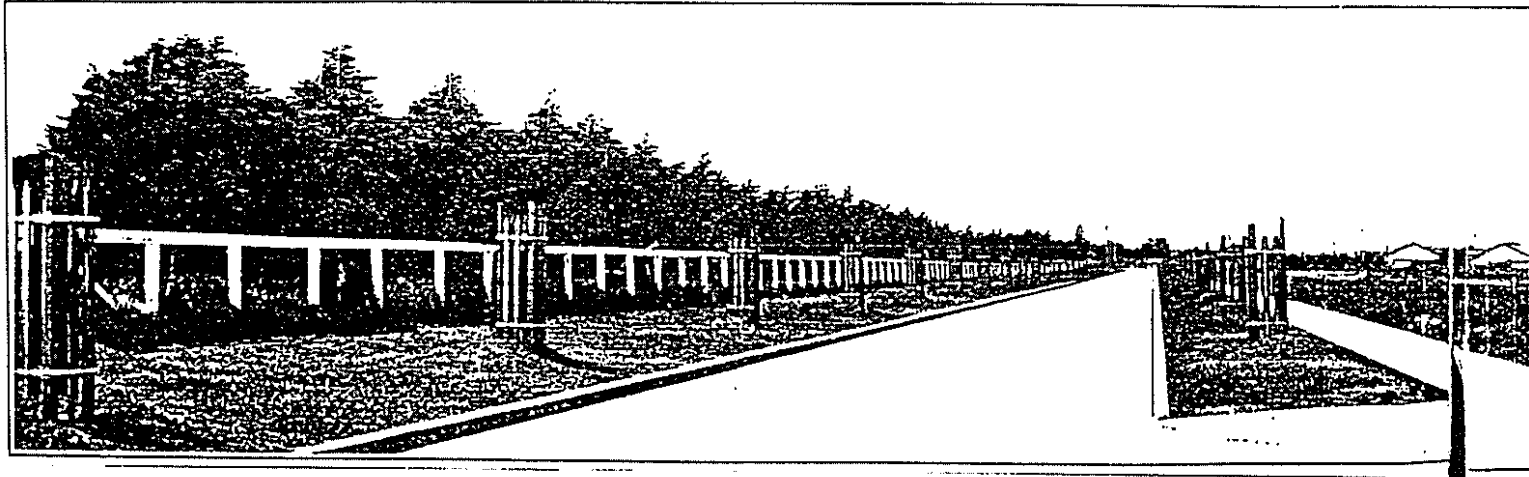


Photo of the Shopping Centre, Glen Huntly Road

3.69 The Lord Reserve (left) and Lyons Street showing the garden suburb environment at "Glen Huntly Park" (upper). Glen Huntly shopping centre looking west from the Grange Road intersection (lower). Source: City of Glen...

3.16 The Sidwell Avenue Historic Area

3.16.1 Description

This small Area is shown on figs 3.1. and 3.70. It is located on a bend in Sidwell Avenue arising from the need to connect two unrelated subdivisions, the first running south from Inkerman Road and the second running north from Balaclava Road. "Avalon", at no. 8, and the flats at no. 6 form the focus and they are complemented by "Carinya" at no. 9 and no. 7 to the south on the opposite side of the Avenue. "Avalon" is an imposing Bungalow with curved bay windows and attic floor, extended to form a gable ended balcony overlooking Sidwell Avenue. No. 6, the "Rothesay Court Flats" are an exceptionally imposing development of the period, having a symmetrical arrangement of bayed pavilions and central loggia facing Sidwell Avenue. Their Classical treatment is enhanced by Tuscan Order porches, quoins, terraces at varying levels recalling Baroque Italian garden forms and mock pergolas using fluted Corinthian columns which are sufficiently curious to suggest that they may have their origins in the pre-existing house on this site.

The surrounding Inter-war villas in the Area have a complementary role. They are representative of their period and survive with their low front fences and garden environments to form an exceptional group.

3.16.2 Historical Background

A nineteenth century house on the site of the "Rothesay Court Flats" predates the development of Sidwell Avenue and appears to have had a driveway off Balaclava Road, access to the stables and yard following the present alignment of this street.

Sidwell Avenue had been formed from at least 1924 when the Sands and McDougall Directory of that year recorded the existence of four properties, including no. 6 and another under construction on the eastside. By 1928 the east side to the south of "Avalon" had been fully built up, a builder by the name of Charles T. Suhr living at "Avalon". The "Rothesay Court Flats" followed soon afterwards and were in existence by 1931.⁶⁸

On the westside development took place during the mid to late 1920's.

3.16.3 Schedule of Contributory Sites

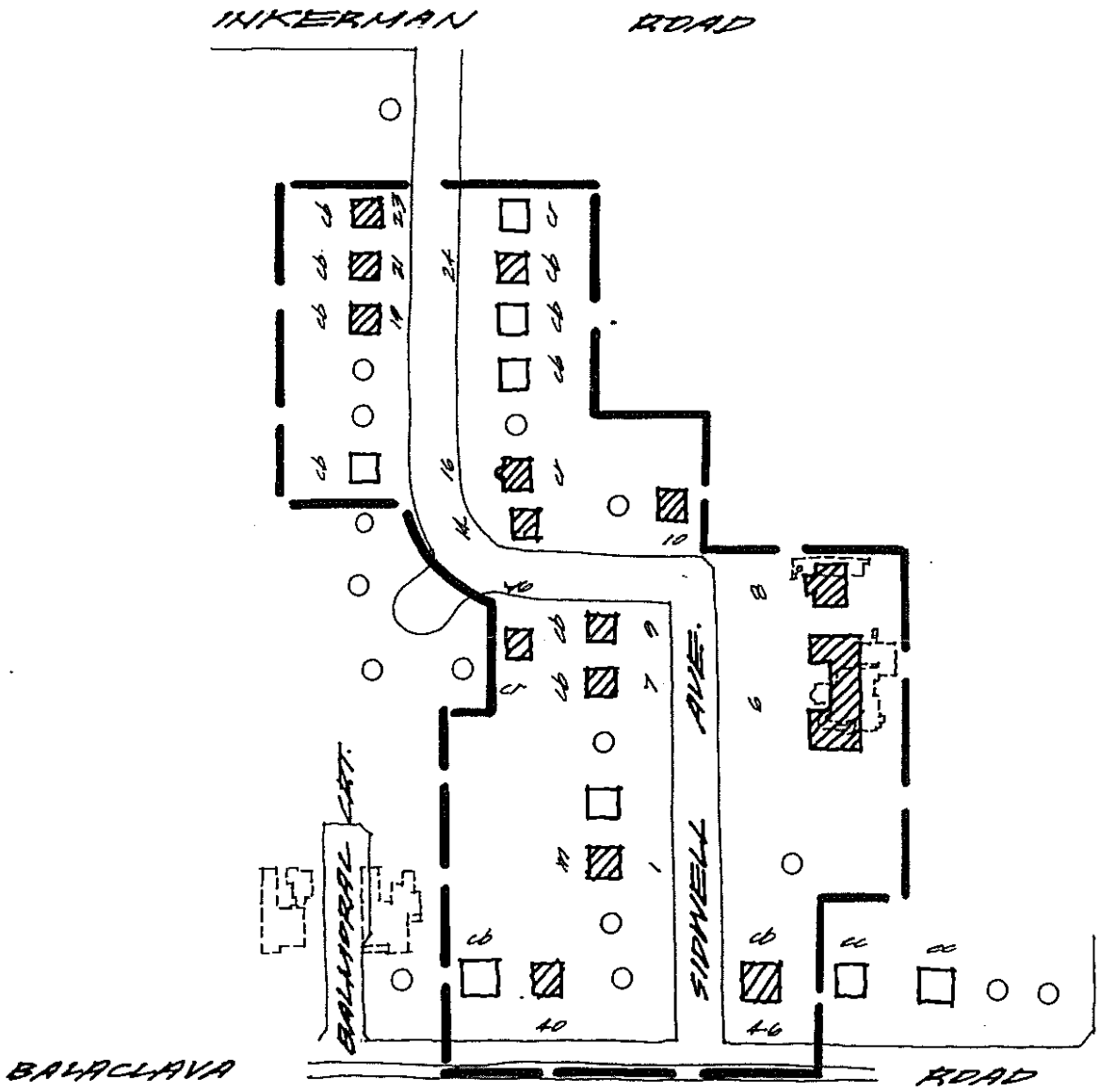
The following sites contribute to the historic character of the Area:

Balaclava Road: 40, 46

Sidwell Avenue: 1, 6, 7, 8, 9, 9A, 10, 14, 16, 19, 21, 23, 24.





3.16.4 Statement of Significance

This Area has architectural significance as a small group of Inter-war houses and flats. It is highly distinguished, however, by the "Rothesay Court Flats", which dominate and translate the Garden Suburb ideals into medium density living. They are complemented by "Avalon" which is of equivalent architectural stature whilst the adjacent Inter-war houses establish their contemporary context.



3.70. SIDWELL AVENUE

LEGEND:

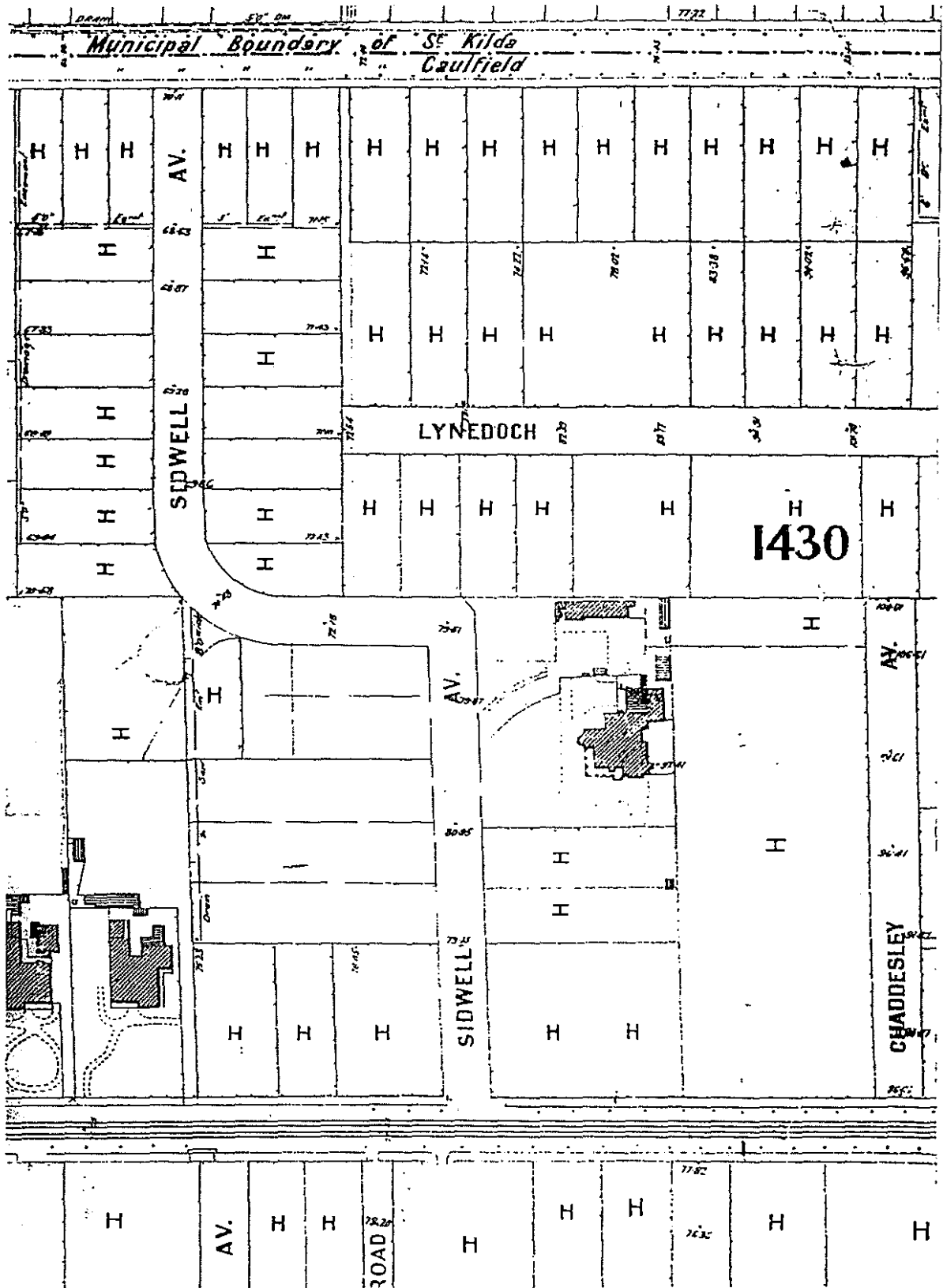
-  CONTRIBUTORY BUILDING
-  BUILDING DEFACED
-  NON-CONTRIBUTORY BUILDING
-  PROPOSED URBAN CONSERVATION AREA BOUNDARY

architectural styles:

- cb Californian Bungalow
- sm Spanish Mission
- med Mediterranean
- ec English Cottage
- m Moderne
- cr Colonial Revival



3.71 The "Rothesy Court Flats" (upper) and "Carinya", at 9 Sidwell Avenue (lower).



3.72 Sidwell Avenue: MMBW litho plan no.47 of 1935.

3.17 Booran Road Historic Area

3.17.1 Description

This small Area is shown on figs 3.1 and 3.73. It commences at Bundeera Road in the south and terminates at Foster Avenue in the north and consists of twelve representative Inter-war houses of varying sizes, distinguished by the houses at nos. 165, 165A and 167 which retain their original standard pre-cast concrete and wrought iron fences. They are identical and occur elsewhere in the municipality. No. 165 is in the Spanish Mission style, no. 165A is arguably Mediterranean whilst no. 167, "La France", is a Californian Bungalow. The remaining houses are also Californian Bungalows, no. 176 having tuck pointed clinker bricks and unpainted rough cast walls. Unfortunately, a number of the houses are screened from Booran Road by high front fences and planting.

3.17.2 Historical Background

The land to the west of Booran Road was initially subdivided during the Land Boom as a part of Caulfield with proximity to not only the Frankston railway but also the Rosstown Junction Railway.⁶⁹

In 1910, E.S. Burman lived at "Randwick" on the site of no. 174 Booran Road. By 1926 his house was the only one in the Area on the east side of Booran Road and there were three houses on the west side.⁷⁰ Of these, the surviving Californian Bungalows at nos. 163 and 169 have been built in 1924. A timber house, occupied for a period by David Chambers, was demolished to make way for the three houses, nos. 165, 165A and 167, erected during 1926-28. They were built for an investor named William Murphy. To the south, nos. 167A 169 and 171 were built by members of the Vine family, William, a builder, and John, a timber merchant. Facing them across Booran Road nos. 168, 172, 174 and 176 were also built during 1926-28.

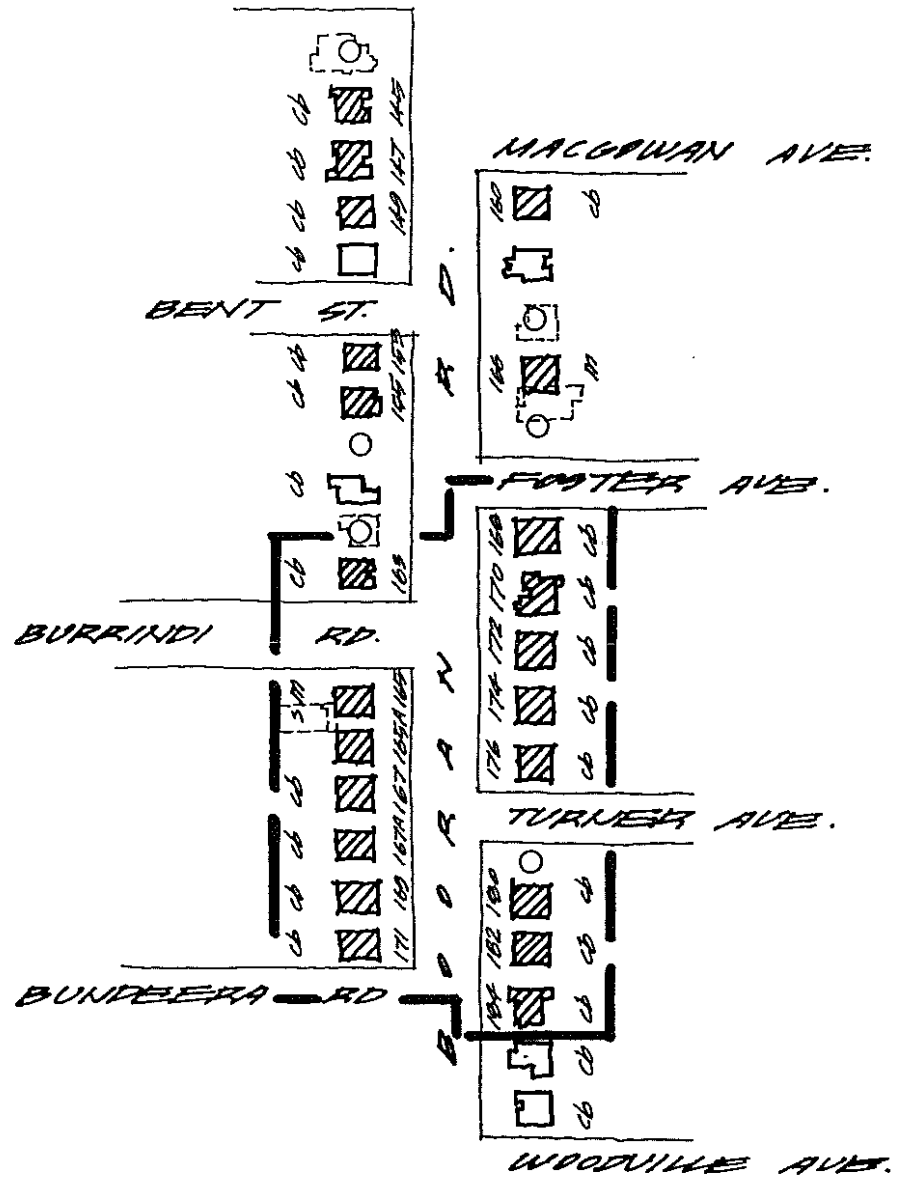
3.17.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Booran Road: 163, 165, 165A, 167, 167A, 168, 169, 170, 171, 172, 174, 176, 180, 182, 184.





3.17.4 Statement of Significance

This area has architectural significance as a substantially intact late 1920's housing group, enhanced by the distinctive fences to nos. 165, 165A and 167. It compares in this respect with the houses on the west side of Hawthorn Road between Lirrewa Grove and Sylverly Grove and elsewhere in the municipality.



3.73 BOORAN ROAD

LEGEND:

-  CONTRIBUTORY BUILDING
-  BUILDING DEFACED
-  NON-CONTRIBUTORY BUILDING
-  PROPOSED URBAN CONSERVATION AREA BOUNDARY

architectural styles:

- db* Californian Bungalow
- sm* Spanish Mission
- md* Mediterranean
- cc* English Cottage
- m* Moderne
- cr* Colonial Revival



3.74 Looking west to nos. 165A, 167 and 167A Booran Road from Turner Street, (upper). Fence detail (lower).

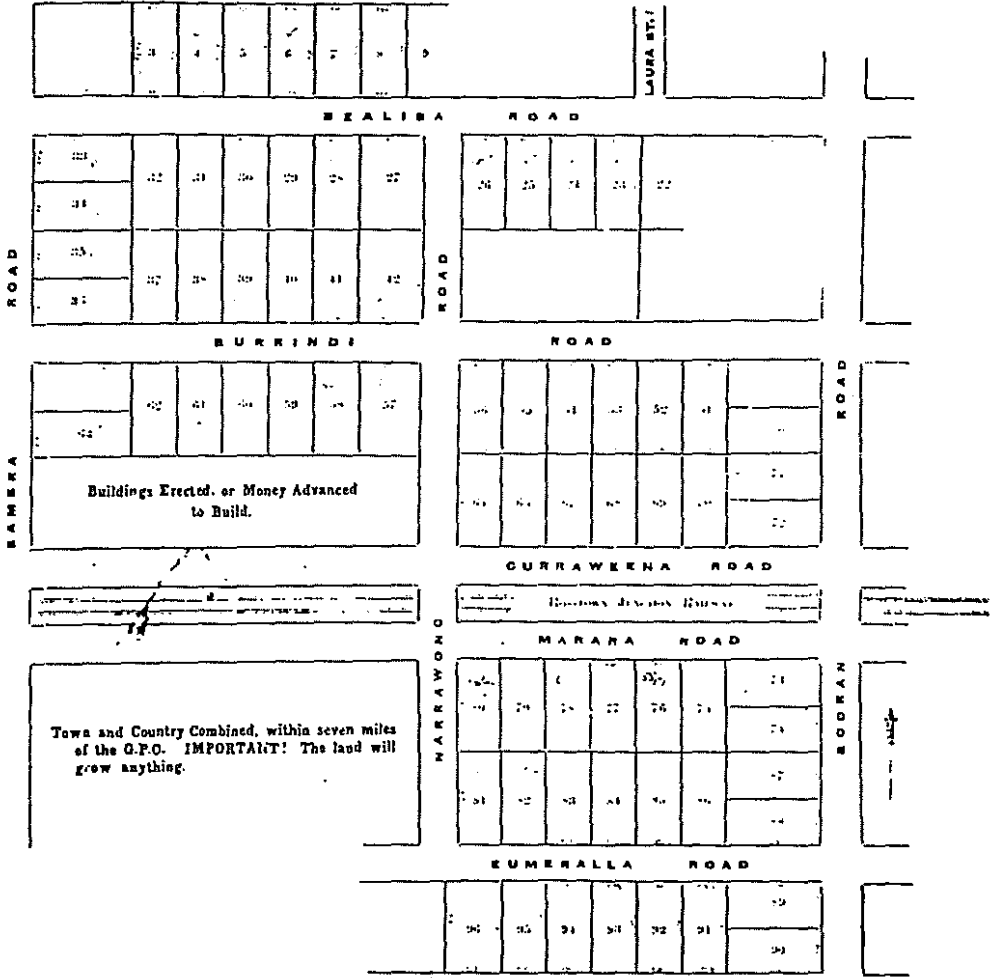
CAULFIELD

Few minutes from Glen Huntly and Ormond Railway Stations.

MAGNIFICENT BUILDING SECTIONS

150ft. FRONTAGE x 800ft. (AVERAGE DEPTH.)

OUR USUAL LIBERAL TERMS: **NO DEPOSIT REQUIRED!** EASY MONTHLY OR QUARTERLY PAYMENTS TITLE CERTIFICATE.



GLEN HUNTLY RAILWAY STATION.

ORMOND RAILWAY STATION.

3.75 Nineteenth century land subdivision at Booran Road.
Source: SLV Vale Collection

3.18 South Caulfield Shopping Centre Historic Area

3.18.1 Description

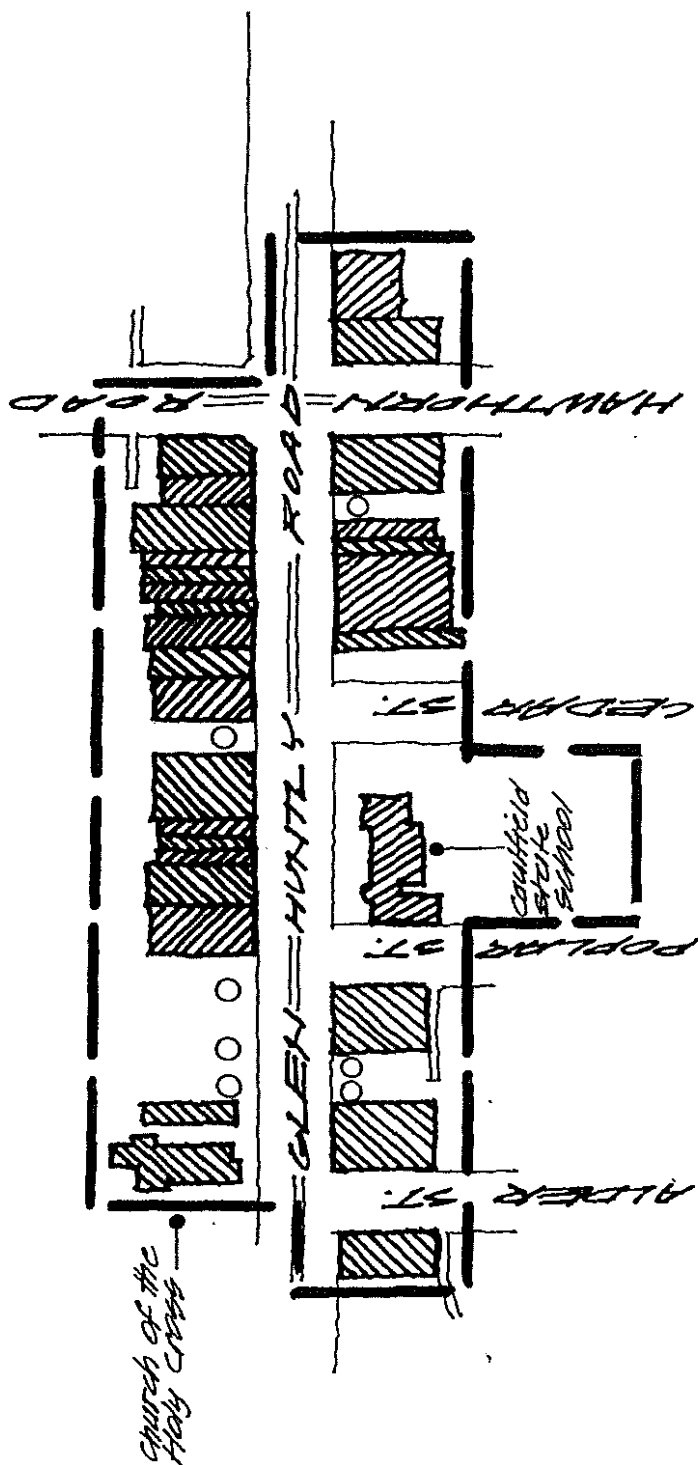
This Area is shown in figs 3.1 and 3.76. It has the Glen Huntly Road tramway as its spine. Commencing at its western end, at Alder Street, the Area is marked by the imposing brick and freestone gothic Revival church of the Holy Cross, built in 1937 to the design of O.H. Jorgensen. It faces the Medieval influenced two storeyed shop, now "Caulfield Cellars", with its oriel piers, cartouche with the date 1860 and elaborate iron balconette. Also opposite the church, the former two storeyed State Savings Bank is a Classical Revival building of the Inter-war period with a distinctive Art Deco influenced frieze. Further east, nos. 712 to 722 stand apart as a pair of Old English shops with decorative half timbering and stepped parapets, recalling the contemporary work of architectural practices including that of Cowper Murphy and Appleford who carried out similar work at the "Toorak Village". The Caulfield State School No. 773 of 1877 is the centrepiece of the Area, predating the construction of the shops by some forty years and set in spacious grounds. It faces north to a relatively plain row of shops at nos. 741 to 747 which is enhanced by the retention of the original brass framed, tiled and lead lit shop windows at nos. 743 and 745, manufactured by "P.L.S." of 117 King Street. Between Cedar Street and Hawthorn Road the shops form rows of single and two storeyed structures, representative of their period and undistinguished. At the tramway intersection, however, the present ANZ bank of 1929 combines with the two storeyed brick shops on the south-west and north-west corners to affirm the centre's origins as an Inter-war shopping strip. They demonstrate tenacious links with classical models although the northern building is best described as Arts and Crafts. To the east, the two storeyed rows of shops typical of the centre continue as far as the house at no. 806 Glen Huntly Road, beyond which on the north side the remaining shops have been defaced.

3.18.2 Historical Background

According to Murray and Wells' account of the history of Camden Town, this locality was Caulfield's early "centre for tradesmen and women of financial Independence". Thomas Watts (1827-1914), architect, Roads Board and Shire Council member, lived at his home "Glen Huntly" on the site of the Holy Cross Church from as early as 1854.

It was busy from the 1860's, becoming the Caulfield Road District's main service centre. Murray and Wells note that little of its original identity remains although the "London Tavern" in Hawthorn Road dates from the period. So also does the State School, its grandiose architectural form perhaps interpreting the statues of Old Camden Town in the late 1870's.

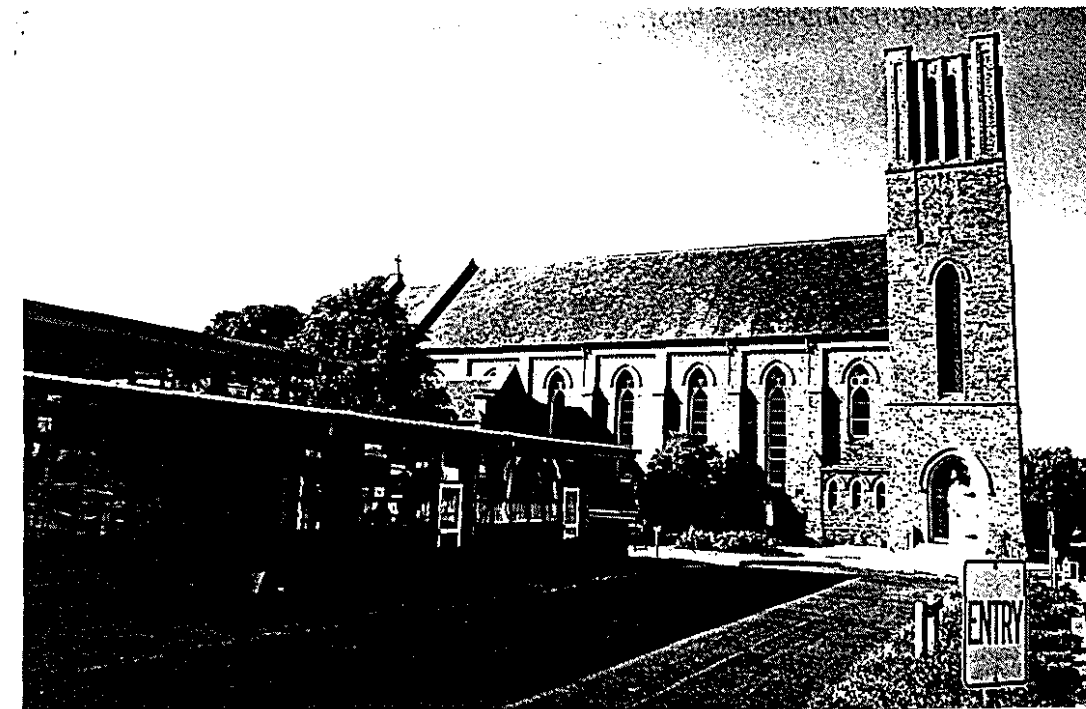
At the turn of the century, Glen Huntly Road was traversed by the horse powered cars of the Caulfield Elsternwick and Malvern Tramway Company Limited. Their services, commenced following the failure of the Caulfield Tramway Company, ceased in October, 1902. At this time, the north side of Glen Huntly Road was occupied by the Primitive Methodist Church, east of Hawthorn Road, and by three houses at the west end, of which two were named "Whyebe" and "Woorayl". On the south side, the trams passed the



3.76 SOUTH CAULFIELD
SHOPPING CENTRE



123 3.77 South Caulfield Centre: Hawthorn Road intersection (upper left), eastern approach (upper right), western approach (lower).



premises of a wine and spirit merchant, a butcher, green grocer, bootmaker, wood and coal yard, the state school and a letter receiving pillar at Alder Street.

Following the Great War, however, the development of Glen Huntly Road as a shopping centre proceeded rapidly. The P&MTT electric trams had been introduced in 1913 and by 1920 there were fifteen commercial premises on the north side and eight on the south side with another four shops and a house under construction.

By 1924 the Area was almost completely developed, the interesting shop at no. 702 being then occupied by Sydney T. Doult, a grocer. The reason for the date, 1864, on the cartouche of this shop is not known to the writer but it may be a reference to some earlier occupation of the site in Camden Town's formative years.

During the latter part of the 1920's some gaps were filled in the continuous rows of shops and new buildings provided. Amongst them was the State Savings Bank on the Alder Street corner.

3.18.3 Schedule of Contributory Sites

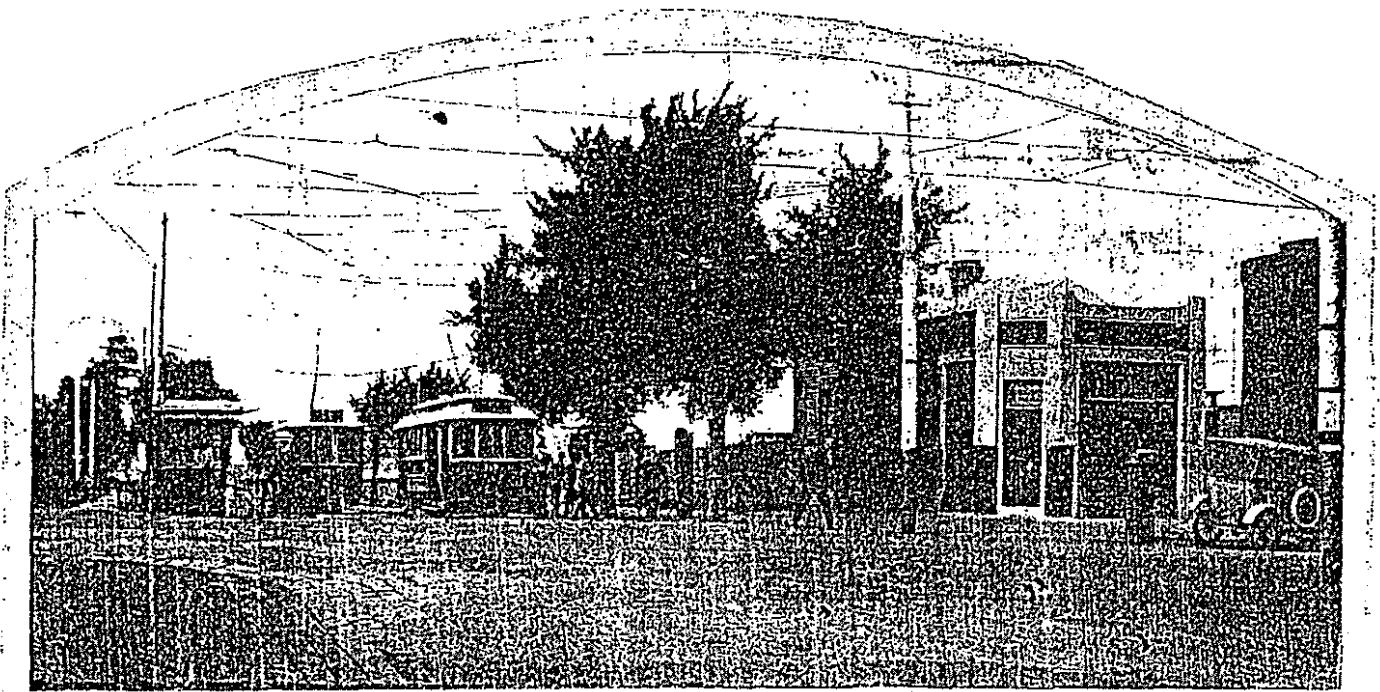
The following sites contribute to the historic character of the Area:

Glen Huntly Road: 700-2, 704-6, 707: Church of the Holy Cross and Presbytery, 712-22, Caulfield State School, 723-27, 729-33, former bank: se corner Cedar Street, 735, 737, 739, 741-7, 755-9, 758, 760-8, 761, 763, 765-7, 769, 770?, 771, 772, 773, 775, 777-81, 778-788?, 783-5, 787-93, 790-2, 794-800, tram overhead wire poles nos 105-121.

3.18.4 Statement of Significance

This Area has historic and architectural significance. Its historic values are derived in part from its links with Camden Town, the main service centre for Caulfield for a period, and now demonstrated by the surviving state school no. 773 and other more tenuous evidence. It is important also, as the municipality's pre-eminent Inter-war shopping centre, comparing with Glen Huntly, Carnegie and McKinnon.

The Area also has architectural importance as an Inter-war shopping centre, underpinned by some prominent buildings of the period including the Church of the Holy Cross, the former State Savings Bank, the ANZ bank and the shops situated on corner sites at Hawthorn Road, Alder and Poplar Streets. Together with the less important though contributory intermediate shops, some of which retain their original shop fronts, the South Caulfield Centre retains the greater part of its Inter-war architectural character.



Junction of Glen Huntly and Hawthorn Road Electric Tram. Hawthorn Road Tramway Estate is only 7 minutes' walk from here.

3.78 The Hawthorn Road intersection, looking west: 1920
Source: City of Glen Eira

3.19 Ormond 1 and 2 Historic Areas

3.19.1 Description

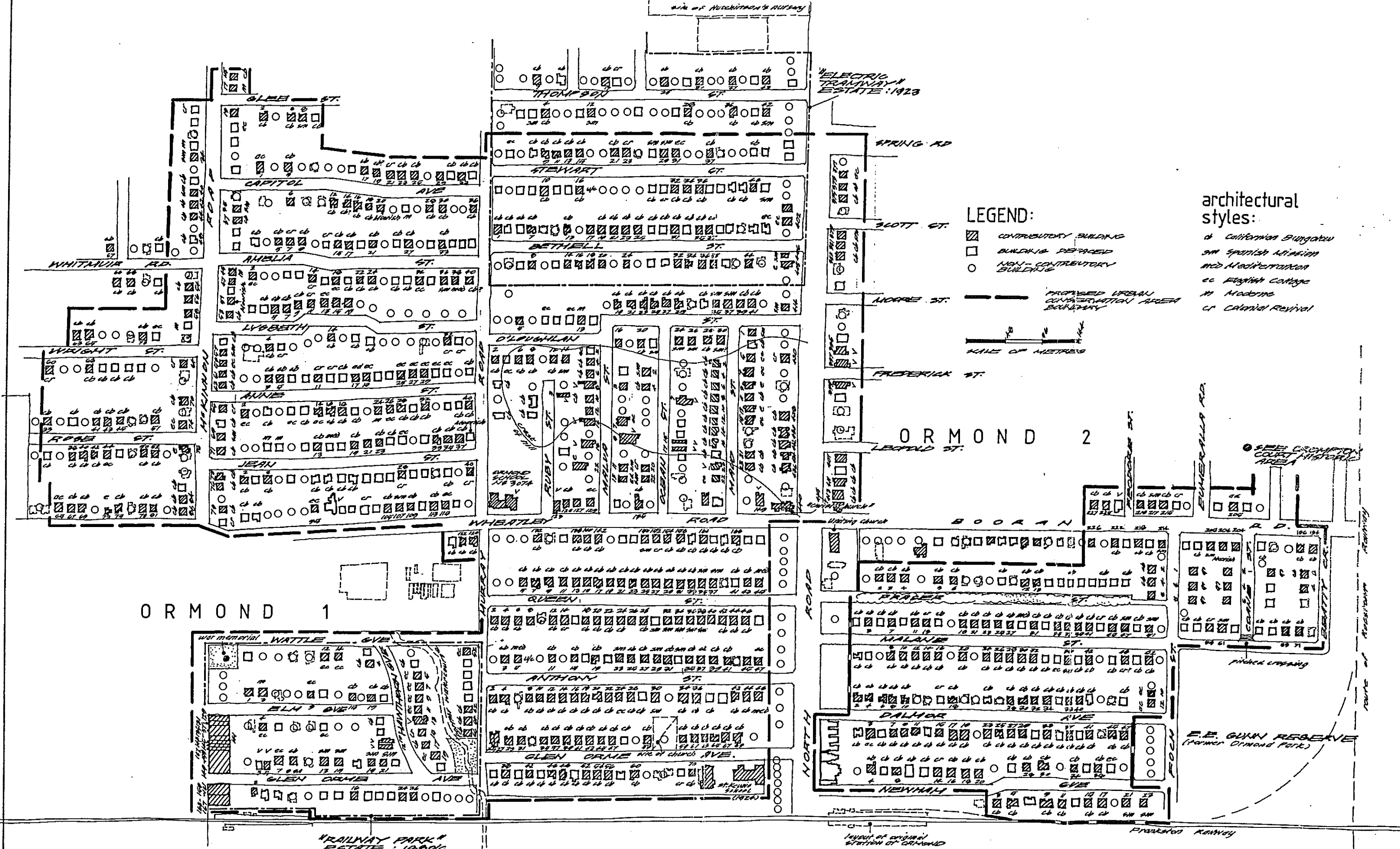
This Area is shown in figs 3.1 and 3.80-81. The extensive residential areas to the east of the Frankston railway line have been identified on the basis of the relatively high number of Inter-war houses to have survived in the Ormond area. Although examples exist outside of the Areas designated Ormond 1 (south of North Road) and Ormond 2 (north of North Road), they survive today in insufficient numbers to impart a cohesive character to the streets wherein they are situated. The patterns of development have been such that many blocks were either developed in the Post-war era or have since been redeveloped. As a result these are enclaves of non-contributory houses within each Area which are nevertheless surrounded by pre-war buildings. The two areas are separated by North Road which is bordered by commercial premises predominantly of recent origin. As a consequence they have been treated as two Areas but are dealt with jointly on account of their shared characteristics.

The local pre-eminence defined by O'Loughlan Street, Wheatley Road, North Road and Murray Road has a diverse range of houses commencing from the 1889 subdivision at this location and includes small Victorian and Edwardian houses followed by the usual range of Inter-war designs, enriched in this instance by an occasional Arts and Crafts bungalow. At the north-east corner, Louis Williams' "Christ Church" of 1937 is a prominent element facing the Uniting Church diagonally across North Road.

Elsewhere in both areas, the Inter-war houses are typical middle class homes of the period, dominated by brick and timber Californian Bungalows but liberally interspersed with Spanish Mission, Arts and Crafts and other houses. Characteristic elements include the front gardens with tidy flower beds and hedges, rock edgings, imported ornamental trees and curving garden paths bordered by rows of standard roses. In many cases, these gardens have become unkempt and their integrity diminished by the replacement of original front fences.

The Californian Bungalows have either shingled and half-timbered gable ends of shallow hipped roofs, often cement tiled - one house has cement shingles - and brick and roughcast walls. Isolated examples survive with their rough cast work unpainted. In many cases masonry work has been restricted to the porch piers and balustrade, the house itself being of timber construction. The front porches are frequently spanned by sweeping arches, as at "Rochelle", with approach steps and buttresses to visually shore up the supporting piers. In some cases, fluted pre-cast columns replace the built-up piers and in rare instances they have papyrus capitals, linking their designs with the then popular Art Deco mode. Japanese influence, at times elusive, can often be detected by the treatment of the porch beams in conjunction with upturned detail at the eaves. The roofs are punctuated by chimneys and dormer windows, often fitted only with decorative vents to facilitate the movement of air in the roof space.

Tudoresque influence in the Inter-war houses is demonstrated by pseudo four-centred arches to the porches, sometimes also applied to Old English cottages. Spanish villas make use



LEGEND:

- CONTRIBUTORY BUILDING
- BUILDING DEFACED
- NON-CONTRIBUTORY BUILDING
- PROPOSED URBAN CONSERVATION AREA BOUNDARY
- SCALE OF METRES

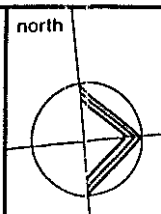
- architectural styles:
- cb Californian Bungalow
 - sm Spanish Mission
 - med Mediterranean
 - cc English Cottage
 - M Modern
 - cr Colonial Revival

REVISIONS	ISSUED

REVISIONS	ISSUED

FIGURED DIMENSIONS TAKE PREFERENCE OVER SCALING

CHECK ALL DIMENSIONS & LEVELS ON SITE BEFORE COMMENCING ANY WORK



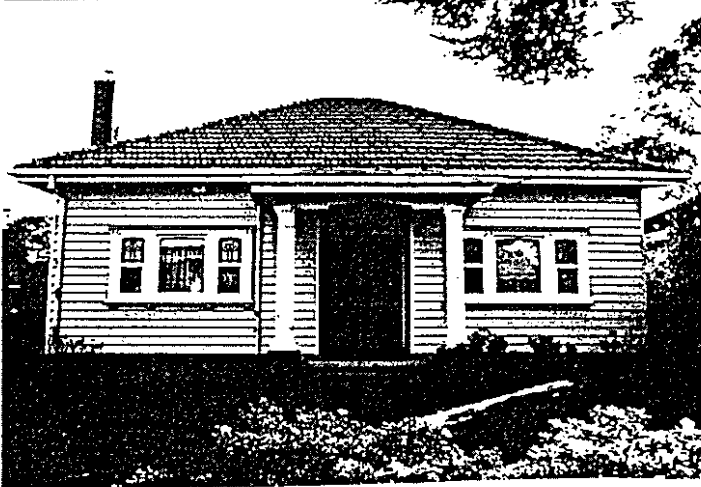
ANDREW WARD
Architectural Historian
B.A. Dip T.A.R.P.

12 Leonard Street Burwood 3125 • Tel (03) 808 4329
• Fax (03) 808 8844

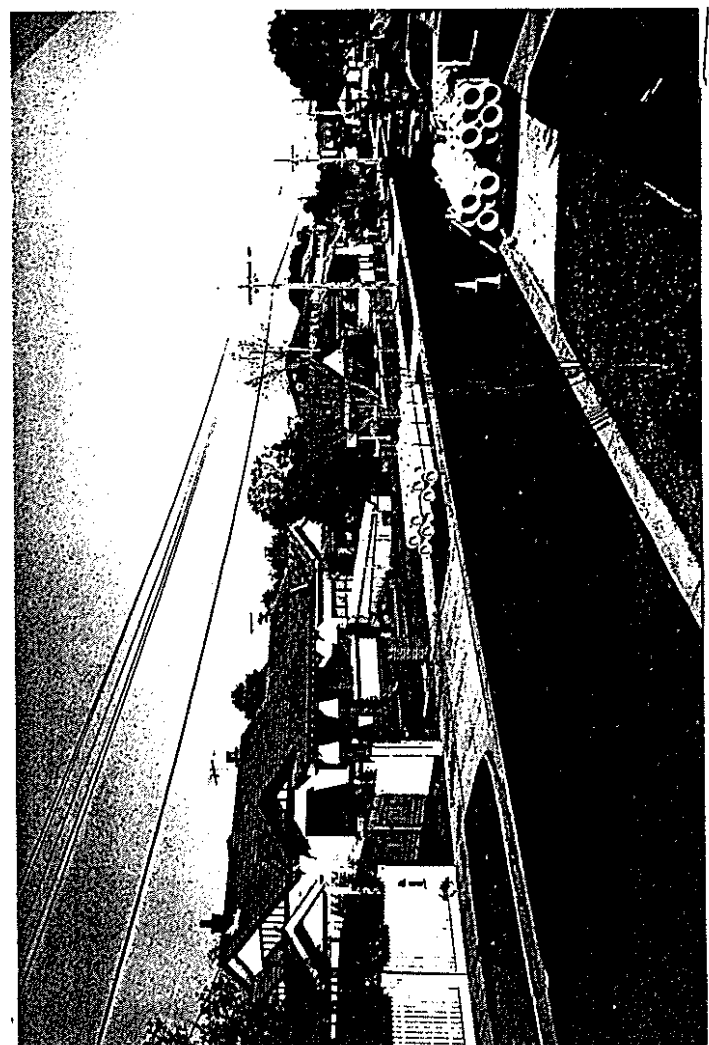
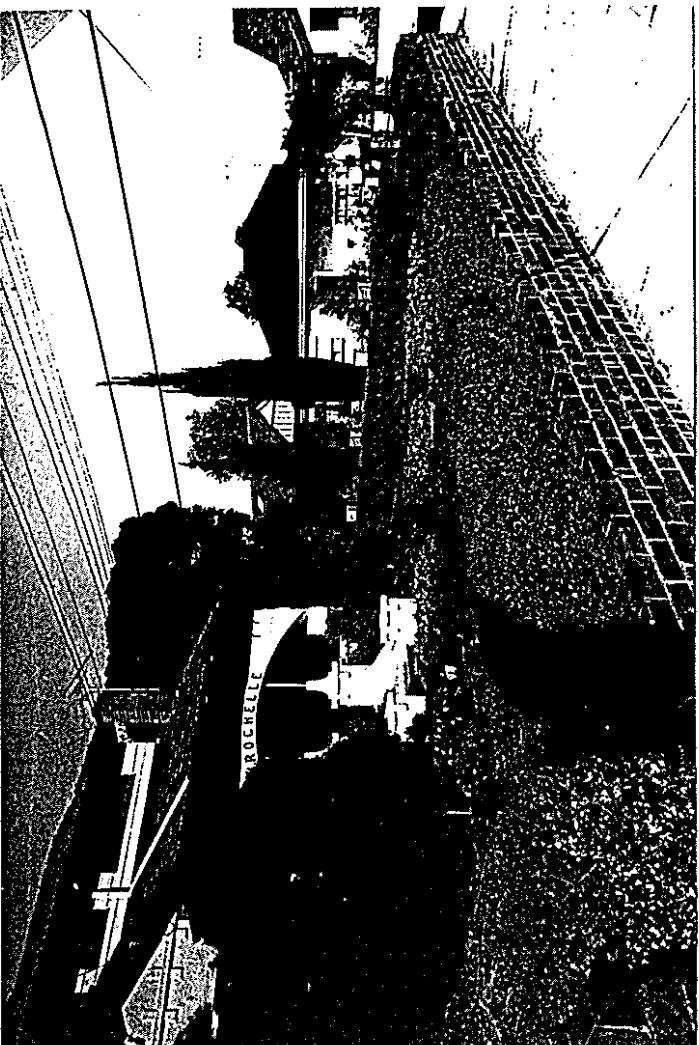
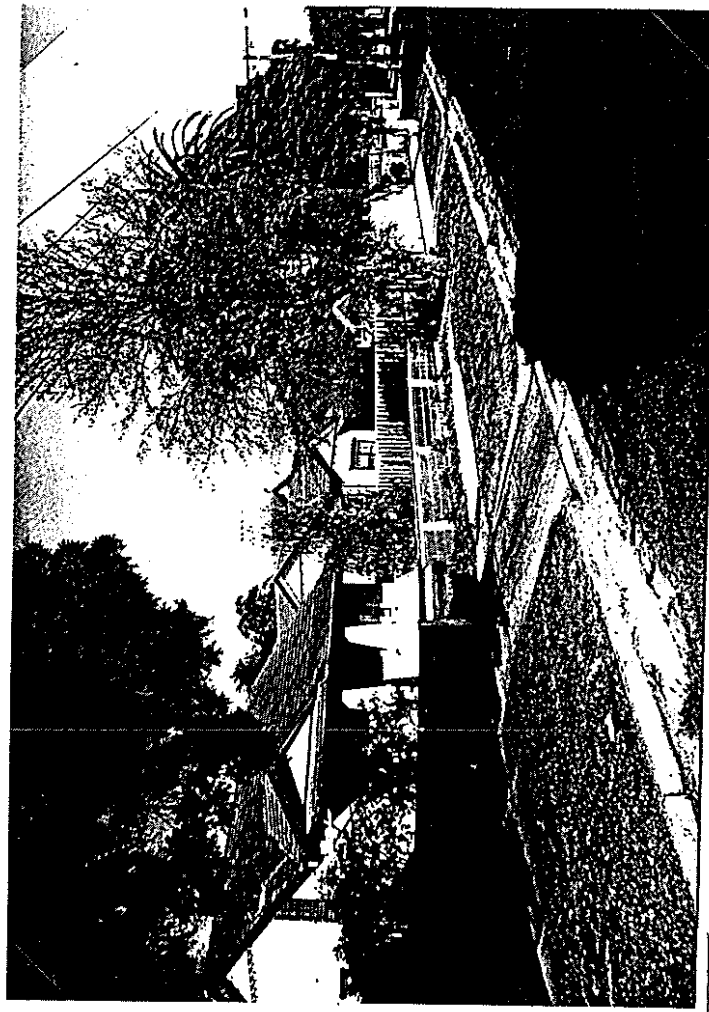
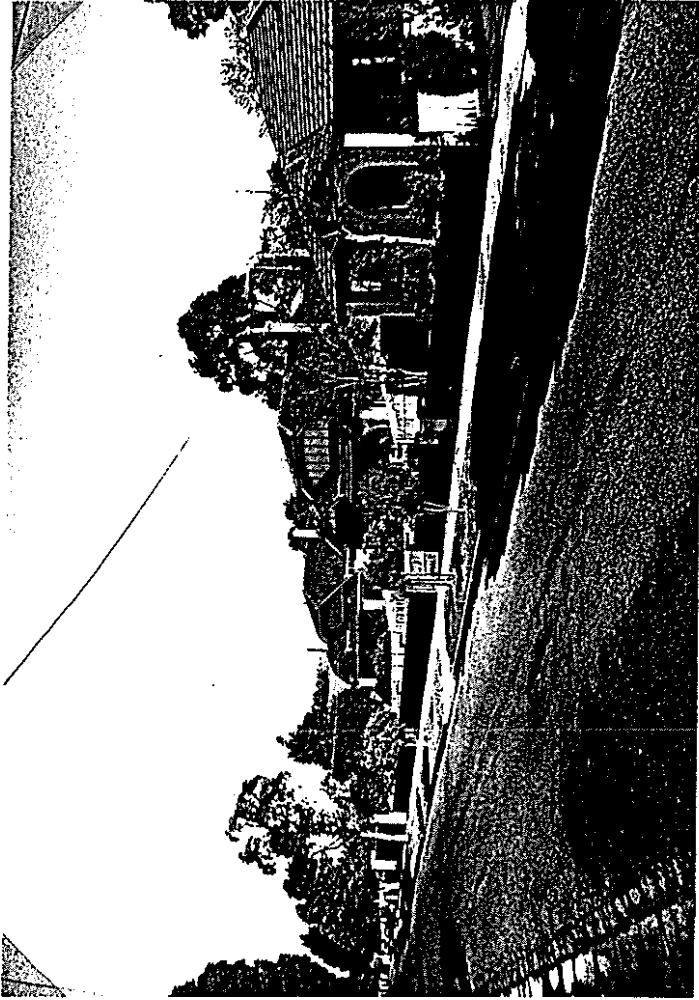
project proposed urban conservation areas: ORMOND 1 & 2

drwg. title GLEN EIRA HERITAGE MANAGEMENT PLAN

date	Sept. 96
scale	
drwg. no.	3.79
drawn by	AWJ



3.82 Ormond 1 and 2: intact and sympathetically altered villas





of stuccoed window motif, not only to windows but also porches. Pre-cast concrete columns are also characteristic with Romanesque arched loggias.

In McKinnon Road there is a remarkably long terrace of two storeyed shops and residences, consisting of 123 shops from Elm Grove to Glen Orme Avenue, thence another five to the railway line. They are relatively ordinary in their architectural treatment but stand out as group having greater impact than the equivalent rows in the South Caulfield, Glen Huntly and Carnegie shopping centres.

3.19.2 Historical Background

The opening of the Frankston railway line through Ormond on 19.12.1881 provided opportunities during the Land Boom for the subdivision of land in the vicinity of the Ormond Station. On the north side of North Road, the "Caulfield" subdivision impacted on the Crompton Court area during the nineteenth century. To the south the "Heights of North Road" and "Caulfield Cup" estates of the late 1880's led to development on the ground in Malua, Ocean and Maud Streets which remains today. Ormond State School no. 3074 was opened on its present site in January, 1891 with an enrolment of 100 pupils.⁷² Named North Road, it was retitled Ormond in 1912 after the benefactor Francis Ormond, MLC. The original building with later extensions survives as a witness to the early development of the Area.

Further south again, the "Railway Park" estate of 1886 incorporated the distinctive curved alignment of Hawthorn Grove which followed the meandering course of the Elster Creek to the north. Houses of this period survive as the precursors to the suburban expansion of the 1920's.

The hiatus which separates the Land Boom from the 1920's was briefly interrupted in 1913 when land to the north of Allnutt Park was subdivided. The Areas identified as Ormond 1 and 2, however, were to await the early 1920's before suburban villas were to be erected in any numbers. They were the domain of the small scale builder and investor. In Booran Road, Adam Coulson, Alexander Cowmeadow and the Vine family (see Booran Road Historic Area) were active.⁷³ P. Newton was building in Foch Street and Alfred Burgess and W.D. Stevens in Malane. Edward Malane, contractor, owned at least two blocks in Malane Street in 1925. Elsewhere, builders, tradesmen and investors were undertaking work, often for themselves, throughout the Areas.

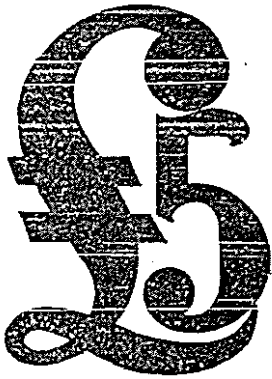
In Ormond 2 substantial development was sustained in all streets during the 1920's preceded somewhat by the Californian Bungalows in Dalmore Avenue.⁷⁴ To the north, land now occupied by the E.E. Gunn reserve, formerly Ormond Park, defines the northern limits of the Area and has its origins in the land required by William Murray Ross for his Rosstown Junction railway.

In Ormond 1 the "Electric Tramway" estate of 1923 was the powerful catalyst for the construction of surviving bungalows in Bethell, Stewart and Thompson Streets during the late 1920's. By 1928⁷⁵ there were twenty-two houses in Bethell with another two under

RAILWAY PARK

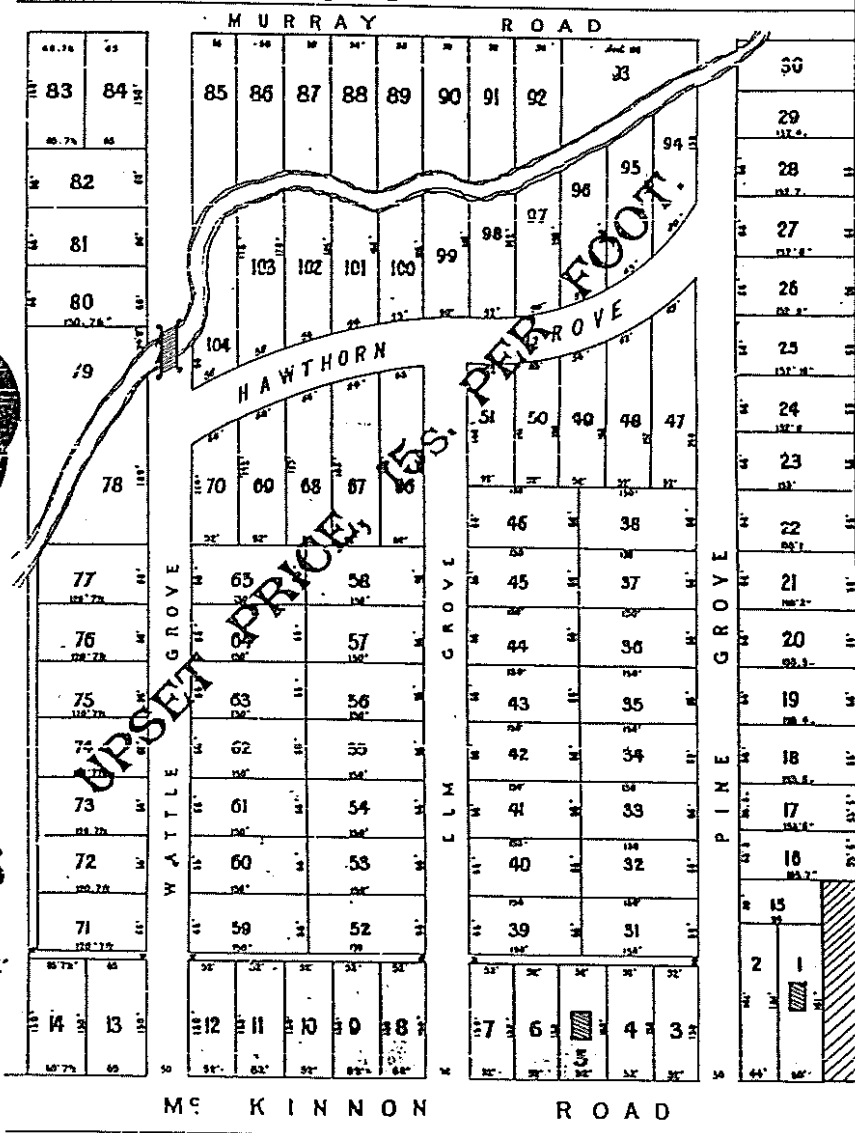
M^c KINNON ROAD CAULFIELD

Railway Station on the Ground



Deposit
BALANCE
up to
18 MONTHS

Interest: 5% Interest:
2½ Discount
for Cash.



RAILWAY
PASSES
at the
Auctioneers
Offices.

LUNCHEON
in a
Spacious
MARQUEE.

W^m J. Butcher.
F. L. Flint. *Auctioneers* *conjointly* *St. Kilda, Hawthorn,*
& 8 Collins St. E. Melb.

3.83 | "Railway Park" estate was served by McKinnon station.
Source: SLV Vale Collection, Book 7.

Electric Tramway Estate

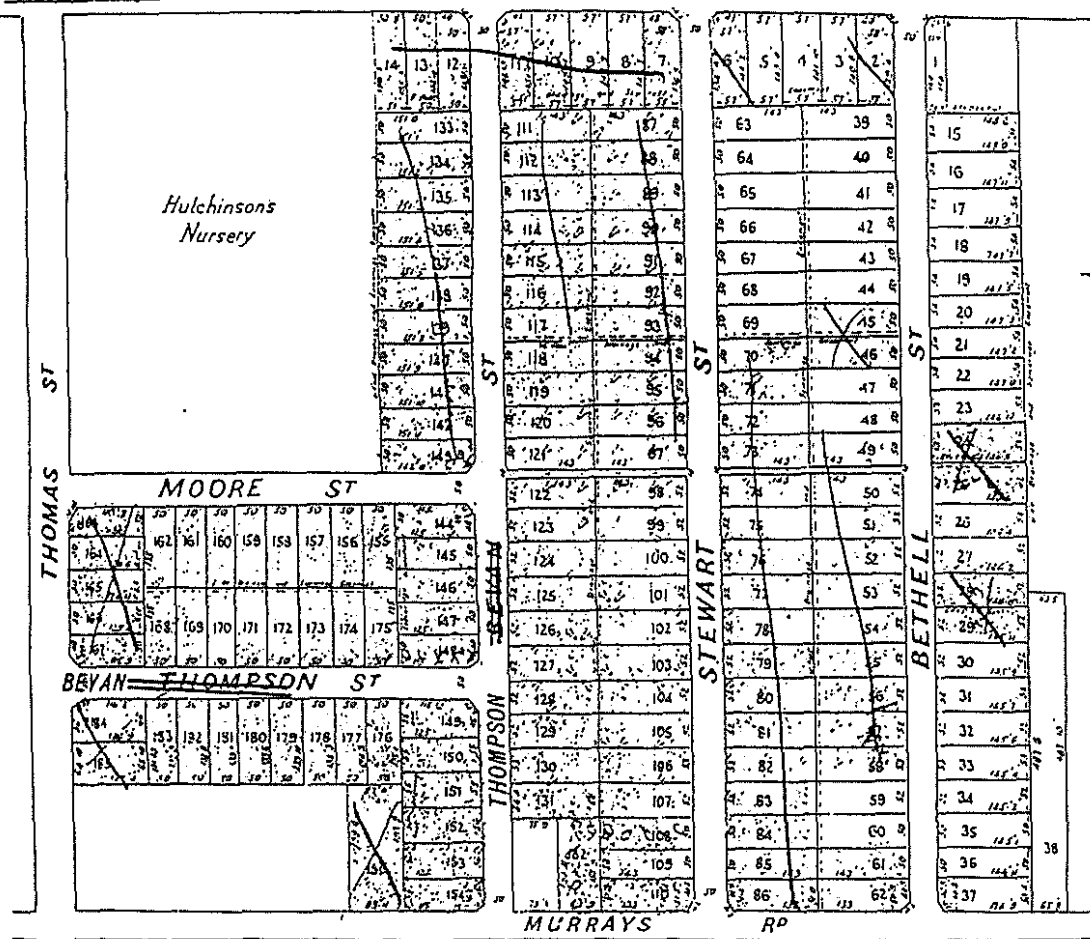
ORMOND

145 Magnificent Allotments. (Lots colored Pink For Sale.)

ORMOND
STATION

Subdivisional Auction
SATURDAY, APRIL 7, 1923
At 3 o'clock

Le Beach - PROPOSED ELECTRIC TRAMWAY - NORTH RD - Extension of the Conference of Municipal Councils - To Oakleigh

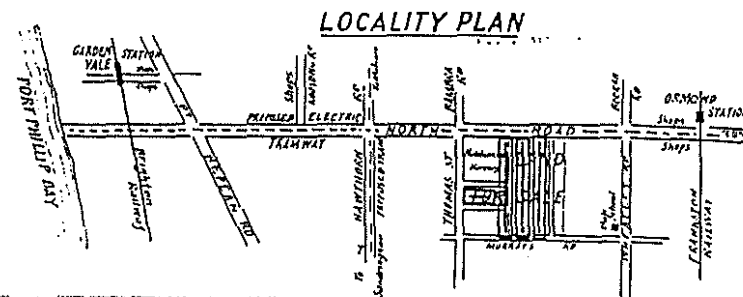


GENTRALLY SITUATED

Within 6 Minutes of ORMOND STATION
Within 15 Minutes of GARDENVALE, GLEN-
HUNTLY and BENTLEIGH STATIONS
(Electric Service)

SOME OF THE MANY ADVANTAGES CLAIMED FOR THIS PROPERTY
ELECTRIC LIGHT AND GAS can be made available to EVERY ALLOT-
MENT.
Within 7 miles radius of G.P.O. WATER is actually laid on to the Estate.
Good Up-to-date School and Churches close to Estate.
Good Drainage and Ideal Surroundings.
North Road Electric Trams will pass the Estate and run direct to Beach at
North Brighton.

Easy Terms **£10 Deposit** BALANCE IN TWENTY
EQUAL QUARTERLY
INSTALLMENTS.
WITH INTEREST AT 6 PER CENT., PAYABLE HALF-YEARLY.



3.84 The "Electric Tramway" estate lead to the subdivision of the north-west corner of the area identified as Ormond 1 in 1923.

Source: SLV: Haughton Collection, Book 3, p.78

construction, eight in Stewart and four in Thompson with two being built. They had been almost completely built up by the outbreak of the Second World War.

Other streets sustaining considerable development by 1928 included Anthony, Capitol Avenue, Glen Orme Avenue, Maud, O'Loughlan, Queen and Rose Streets. They too were almost completely built up by the war.

3.19.3 Statement of Contributory Sites

The following sites contribute to the historic character of the Area:

Amelia Street: 2, 5, 7, 9, 14, 15, 17, 18, 21, 22, 24, 27, 32, 33, 36, 38, 40.

Anne Street: 2, 3, 5, 11, 14, 16, 17, 18, 19, 24, 25, 26, 27, 28, 29, 32, 40.

Anthony Street: 2, 3, 4, 5, 8, 10, 11, 12, 14, 15, 16, 18, 19, 20, 22, 23, 24, 25, 26, 27, 29, 30, 31, 34, 35, 36, 37, 39, 41, 42, 44, 45, 46, 47.

Beatty Crescent: 2, 4.

Bethell Street: 1, 7, 8, 13, 14, 16, 17, 18, 19, 20, 21, 23, 24, 25, 31, 32, 34, 35, 36, 37, 38, 44.

Booran Road: 194, 196, 204, 205, 206, 208, 214, 215, 217, 218, 219, 222, 225, 226, 227.

Capitol Avenue: 1, 5, 6, 12, 14, 16, 17, 18, 19, 20, 21, 23, 25, 28, 29, 30, 33, 36.

Coane Street: 1, 2, 4, 6.

Dalmor Avenue: 2, 3, 4, 6, 7, 8, 9, 10, 11, 15, 17, 18, 19, 23, 25, 27, 28, 29, 30, 32, 33, 34, 37, 38, 40, 41, 45, 47.

Elm Grove: 1, 3, 4, 9, 15, 19.

Foch Street: 1, 2, 3, 4, 5, 6, 10, 12.

Fraser Street: 2, 3, 4, 5, 6, 12, 13.

Glee Street: 2, 6, 8.

Glen Orme Avenue: 2, 3, 5, 7, 9, 9A, 13, 15, 16, 19, 21, 24, 25, 26, 27, 29, 31, 35, 37, 38, 39, 41, 42, 43, 45, 46, 47, 48, 52, 53, 54, 56, 59, 60, 61, 63, 65, 67, 69, 70, Kevin's School complex.

Hawthorn Grove: 4, 5, 7, 9, 10, 11, 12, 13, 15, 17, 19.

Jean Street: 2, 6, 13, 19, 21, 23, 28, 33, 35, 37, 40.

Lysbeth Street: 4, 5, 7, 9, 11, 13, 14, 15, 19, 32.

Malane Street: 3, 7, 8, 10, 11, 12, 13, 14, 16, 19, 20, 21, 23, 24, 25, 26, 27, 28, 30, 31, 32, 35, 37, 38, 39, 41, 42, 45, 47, 48, 51, 52, 59, 61, 69, 71.

Malua Street: 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 18, 22.

Maud Street: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 20, 21, 22, 23.

McKinnon Road: 15, 17, 19, 34, 35, 37, 40, 42, 44, 45, 47, 48, 51, 53, 54, 56, 57, 58, 59, 61, 63, 64, 65, 69, 70, 71, 73, 74, 75, 76, 79, 84, 86, 129, War Memorial, 131, 135-7, 143, 145, 147, 149-159, 159-161, 163-167.

Murray Road: 52, 62, 64, 66.

Newham Grove: 3, 4, 5, 8, 9, 11, 14, 15, 16, 17, 18, 20, 21, 23, 28, 30, 34, 38.

North Road: 371, 373, 375, 379, 381, 383, 395, 397, 399, 402, 406, 407, 408, 411, 413, 414, 415, 420, 428, 430, 432, 434, 436, 440: Christ Church.

Ocean Street: 2, 4, 7, 15, 17, 20, 22.

O'Loughlan Street: 2, 5, 6, 8, 12, 13, 14, 16, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 35, 37, 39, 41.

Queen Street: 2, 4, 5, 6, 7, 8, 9, 11, 12, 13, 14, 15, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 40, 41, 42, 43, 44, 45, 46.

Rose Street: 33, 38, 40, 41, 42, 43, 44, 45, 50, 51, 52.

Ruby Street: 3.

Stewart Street: 9, 10, 11, 13, 15, 16, 21, 23, 29, 31, 32, 34, 36, 37, 46.

Wattle Grove: 12, 14.

Wheatley Road: 65, 67, 69,, 73, 75, 79, 81, 95, 105, 107, 109, 113, 115, Ormond School No. 3074, 122, 123, 124, 125, 127, 129, 132, 135, 138, 140, 142, 149, 150, 152, 154, 156, 160, 166.

Wright Street: 60, 63, 65, 66, 73.

3.19.4 Statement of Significance

The Areas identified as Ormond 1 and Ormond 2 have historic and architectural significance. Their historic importance rests on the manner in which the street grid, perimeter parkland and building stock demonstrate the formative influences on the development of the district. These include the Rosstown Junction Railway, the relative failure of the nineteenth century Land Boom to generate building activity and the period of Inter-war expansion made possible by the Areas' proximity with Ormond rail station.

Their architectural values, though enriched by the survival of nineteenth century and post Federation development, especially on the higher land south-west of the North Road/Wheatley Road intersection, are dominated by the stylistic diversity and integrity of the middle class suburban bungalows and villas of the Inter-war years which collectively demonstrate the role of the small scale investor/builders of the period and the ideals of the Garden Suburb movement.

3.20 Bentleigh Historic Area

3.20.1 Description

This Area is shown on figs. 3.1 and 3.87. It is situated in the vicinity of Bentleigh rail station, on the south side of Centre Road and mostly north of Brewer Road, between Adam Street in the west and Daley Street in the east. It is an Inter-war area and represents the greatest concentration of houses of the period associated with Bentleigh station, in the Bentleigh area. They are representative of middle class homes, dominated by brick and timber Californian Bungalows but liberally interspersed with Spanish Mission, Old English and other houses. Characteristic elements include the front gardens as described in Section 3.19.1. The houses are also similar to those encountered in Ormond (Section 3.19). A distinctive group, however, is the row in Brewer Road, east of Gilbert Grove where the somewhat bizarre patterned brick walls appear to have been the distinctive trademark of a particular builder. Other examples exist elsewhere in the Area.

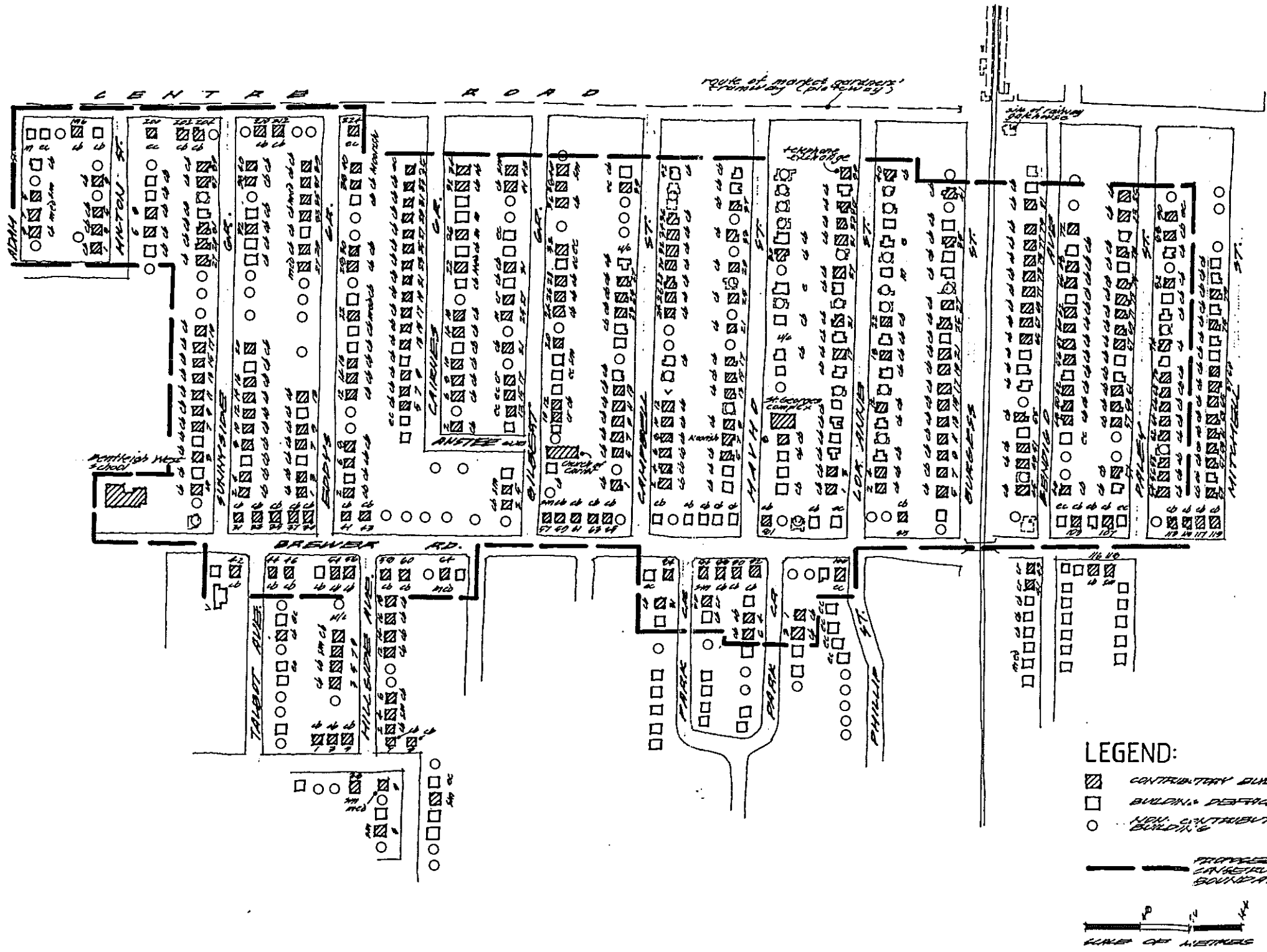
The timber church at St. Georges, in Mavho Street, is older than the homes of the parishioners it was provided to serve, having been relocated from Flemington c.1926. Today, this nineteenth century survivor comes as a surprise in an otherwise uniform twentieth century suburban environment.

At the south end of Cairnes Grove, the Post-war houses surround the Moorabbin main drain and the site of two small lakes in 1936 which delayed the area's closer development.

3.20.2 Historical Background

With the exception of the northern ends of Mavho, Loranne and Burgess Streets subdivided in 1914, and Milton/Adam Streets subdivided in 1886, the whole of this area was sold off between 1922 and 1928. It was advertised as having the "best garden and orchard soil".⁷⁶ Served by the next station down the line from Ormond, H.C. Costello and Co., self-styled "auctioneer and subdivisional experts", described Bentleigh in c.1923 as "one of the most progressive suburbs around Melbourne, over 150 new Villas and some 20 Modern Shops have been erected during the past year with every indication of great activity in the near future". Look at the progress in Ormond, their advertising brochure for the "Marriott" estate exhorted its readers, "Bentleigh must do likewise!"⁷⁷

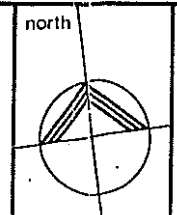
The new houses, which had been built initially in Burgess (6), Loranne (27), Mavho (21) and Campbell (20) Streets and Sunnyside Grove (7), rapidly filled up the bulk of the remaining spaces in the Area by the mid-1930's.⁷⁸ H.C. Costello and Co.'s production had been proven to be accurate with only a small number of allotments associated with the construction of the Moorabbin main drain awaiting development during the post war period.



REVISIONS	ISSUED

FIGURED DIMENSIONS TAKE PREFERENCE OVER SCALING

CHECK ALL DIMENSIONS & LEVELS ON SITE BEFORE COMMENCING ANY WORK



ANDREW WARD
Architectural Practitioner
R. Arch Dip I & R P

12 Leonard Street Burwood 3125 • Tel (03) 808 4329
• Fax (03) 808 8844

project **proposed urban conservation areas: BENTLEIGH**

drwg. title **GLEN EIRA HERITAGE MANAGEMENT PLAN**

date **Sept. 96**

scale

drwg. no. **3.85**

drawn by **AW**

3.20.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Adam Street: 5, 7, 9.

Bendigo Avenue: 40, 45, 48, 49-51, 50, 52, 55, 56, 58, 60, 62, 65, 66, 67, 68, 69, 71, 72, 73, 75, 77, 79, 81.

Brewer Road: Bentleigh West School, 31, 33, 35, 37, 39, 41, 42, 43, 44, 46, 54, 56, 57, 58, 59, 60, 61, 63, 64, 65, 81, 84, 86, 88, 90, 92, 95, 100, 103, 107, 113, 115.

Burgess Street: 5, 7, 9, 11, 13, 15, 17, 19, 21, 25, 27, 35, 41.

Cairnes Grove: 2, 5, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 19, 21, 22, 23, 25, 26, 27, 29, 31, 32, 33, 34, 35.

Campbell Street: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 23, 24, 25, 26, 27, 28, 30, 32, 34, 36, 39, 42.

Centre Road: 196, 200, 202, 204, 210, 212, 224.

Daley Street: 51, 54, 56, 57, 58, 59, 61, 62, 64, 66, 67, 68, 69, 70, 71, 73, 74, 75, 79, 82, 83, 85, 88, 90.

Eddys Grove: 1, 2, 3, 6, 7, 8, 9, 12, 13, 14, 16, 22, 27, 28, 29, 30, 33, 35, 37, 38, 39, 40.

Gilbert Grove: Church of Christ, 3, 5, 10, 12, 13, 15, 17, 20, 21, 24, 25, 26, 27, 28, 31, 32, 36, 38, 40, 41, 43.

Lorraine Street: 1, 2, 3, 4, 12, 17, 18, 21, 22, 27, 31, 33, 35, 39, 40.

Mavho Street: 5, 7, 8, 9, 13, 15, 17, 21, 25, 29, 30, 33, 37, St George's Complex.

Milton Street: 1, 3, 5, 6, 8, 9.

Park Crescent: 1, 2, 4, 6, 30, 31.

Sunnyside Grove: 1A, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 27, 29, 31, 32, 37, 38, 39, 40.

Talbot Street: house to south of no. 42 Brewer Road.

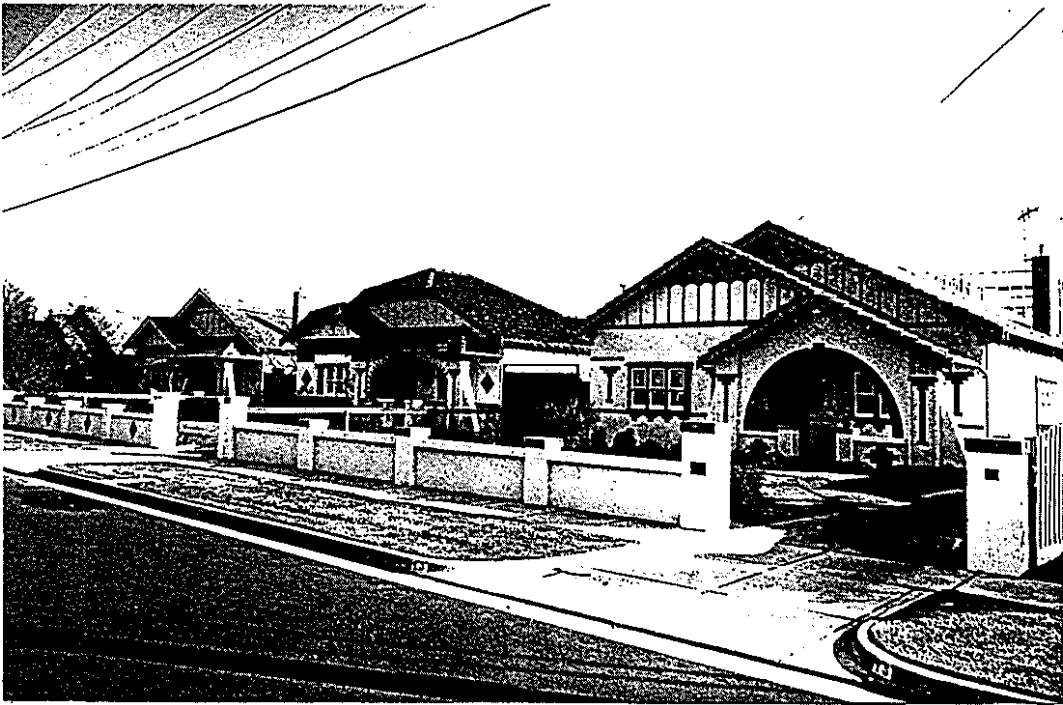
3.20.4 Statement of Significance

The Bentleigh Area has historic and architectural significance. Its historic importance is derived from the manner in which the surviving Inter-war housing stock forms a relatively discrete area within the modern City of Glen Eira, surrounded on all sides by Post-war development and demonstrating the impact of the electrified railway system on Melbourne's suburban expansion during the Inter-war period.

Its architectural significance is determined by the stylistic diversity and integrity of the middle class suburban bungalows and villas of the Inter-war years which collectively demonstrate the role of the small scale investor/builders of the period and the ideals of the Garden Suburb movement.



3.86 Bentleigh: Californian Bungalows



3.87 Bentleigh, St George's Anglican Church (upper right) relocated from Flemington c.1926.



3.21 Bailey Avenue/Myrtle Street Historic Area

3.21.1 Description

This small Historic Area is shown on fig. 3.1 and described in detail in fig. 3.90. It forms a discrete area to the north of the Elsternwick Historic Area and is made up of two side streets with outlets to Glen Eira Road only. Myrtle Street is narrower than Bailey Avenue and has concrete kerbs and channels whereas those of Bailey Avenue have been pitched. This Area is distinguished from the nearby streets by the comparatively high incidence of post Federation villas, invariably of architectural interest on account of their unusual symmetrical forms (nos. 2,8, 15 and 23 Bailey Avenue, no. 5 Myrtle Street and no. 163 Glen Eira Road) and for their enrichment using fretwork and half timbering motifs. Some of the symmetrical villas have centrally placed dormers (nos. 163 Glen Eira Road, 15 and 23 Bailey Avenue) whilst faceted vestibules are unusual elements. Whereas the houses in Bailey Avenue invariably have slate roofs with terra cotta trim, the Myrtle Street villas have terra cotta roofs and may be of a later date.

Nos 18-20 Myrtle Street are unique in the Area, being a two storeyed late Victorian terrace.

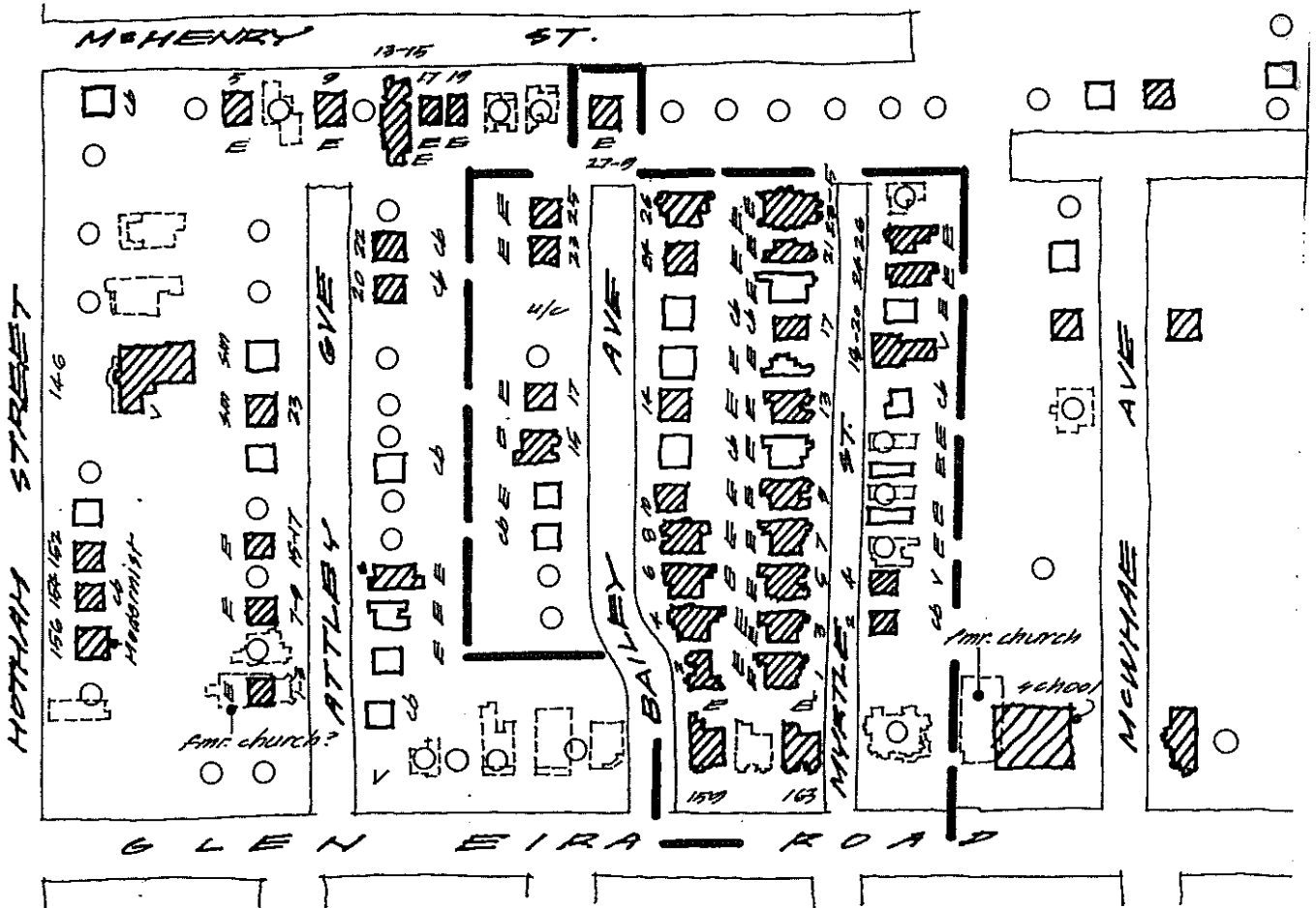
3.21.2 Historical Background

The land on which Bailey Avenue and Myrtle Street is situated was sold to grantees Thomas Fulton, Lauchlan MacKinnon and Frederick Sargood Snr on 20.6.1854. They jointly purchased two ten acre allotments, being nos. 239 and 240 at the north-east corner of Hotham Street and Glen Eira Road. Lot 239 was described in the Crown Lands Office litho of 23.6.1857 as being low lying and swampy, alongside or part of a "red gum flat". Thomas Fulton, in partnership with others, had purchased heavily at the early Melbourne land sales and held larger tracts elsewhere in Caulfield. Fulton had established Melbourne's first foundry, with Robert Langlands, in 1842, the business expanding rapidly during the gold rush following the discovery of gold in 1851.⁷⁹

The partners did not keep their new holdings for very long. By 1857, lot 239 had passed to H. & A. Beauchamp and lot 240 to a Mr (?) Bertchna.⁸⁰ Nevertheless, the original land sales were to have a lasting impact, both Bailey Avenue and Myrtle Street terminating abruptly at the northern boundaries of lots 239 and 240. The Beauchamp brothers subsequently built two houses on their land.





In 1881 William Augustus Pay acquired just over two acres occupying the west side of present Bailey Avenue as well as the roadway itself. The first stage in the closer settlement of lots 239 and 240 presumably gained momentum about this time.

By 1898⁸¹ Mort Street, later Myrtle Street, was laid out with seven houses on its east side, including the surviving terrace pair at nos. 18-20. Bailey Avenue had not been formed but there were two houses facing Glen Eira Road to the immediate west of the future roadway. A third had been built by 1928⁸² but all three have since been demolished.



3.88 BAILEY AVE./MYRTLE ST.

LEGEND:

-  CONTRIBUTORY BUILDING
-  BUILDING DEFACED
-  NON-CONTRIBUTORY BUILDING
-  PROPOSED URBAN CONSERVATION AREA BOUNDARY

architectural styles:

- cb* Californian Bungalow
- sm* Spanish Mission
- med* Mediterranean
- ec* English Cottage
- m* Modern
- cr* Colonial Revival



3.89 Myrtle Street (upper) Bailey Avenue (lower)



In September, 1913, Charles James Lane, a tailor, acquired the land between Myrtle Street and the east side of Bailey Avenue, approximately, selling in March of the following year to the builder, William Valentine Bailey. This land was situated astride the common boundary between lots 239 and 240. Bailey purchased land to the immediate west from Pay in the same year and proceeded immediately to subdivide, opening up Bailey Crescent - later Avenue - at that time. He presumably built the surviving houses on the west side of Myrtle Street at this time along with nos 159, 161 (demolished) and 163 Glen Eira Road and nos 2-8 and 15 Bailey Avenue. Others were to follow on both sides of Bailey Avenue to the north of nos 8 and 15 and including no 13. Later again, houses in the bungalow style were built to occupy the remaining vacant blocks.

3.21.3 Schedule of Contributory Sites

The following sites contribute to the historic character of the Area:

Bailey Avenue: 2,4,6,8,10,14,15,17,23,24,25,26,27-29.

Glen Eira Road: 159,163.

Myrtle Street: 1,2,3,5,7,9,13,17,18-20,21,23-25,24,26.

3.21.4 Statement of Significance

The Bailey Avenue/Myrtle Street Historic Area has historic and architectural significance. Its historic significance is founded on its ability to demonstrate developmental practices during the second decade of this century and the role of speculative builders in this process. Its architectural values rest on the distinctive character of the houses built by William Bailey, in the Federation style, and their high level of integrity.

NOTES

1. See Murray, P.R., and Wells, J.C., From Sand Swamp and Heath ... A History of Caulfield, City of Caulfield, 1980, pp. 88 and 140 where it is noted that the actual station was on an embankment causing severe drainage problems for the surrounding terrain. Cox's Plan shows this embankment.
2. See CPO litho no. E44.
3. See undated "Plan of Subdivisions of Portions 266 and 272, Parish of Prahran, showing Richard Lane's house as "now building" and also "Mr Short's" on portion 261.
4. See Auction notice : "Caulfield Plan of Land for Sale in Stanmer Park", Vale Collection, SLV.
5. Rate Book, 4.12.1889 : 9, 6 roomed brick houses under construction.
6. Cannon, M. : The Land Boomers, Lloyd O'Neil (S. Yarra), 1986, pp. 147-157 for an account of James Mirams and the Premier Building Association.
7. Cannon, M., op.cit., p.154.
8. See Shire of Caulfield Rate Book of 1891, p.16.
9. Webber, H., Years May Pass On..., a history of Caulfield Grammar School, Wilke and Co., Clayton, for Centenary Committee, Caulfield Grammar School (1981), p. 24.
10. See Shire of Caulfield Rate Book of 1891, p.13.
11. Murray, P.R., and Wells, J.C., op. cit., pp. 146-148.
12. Auction notice in Vale Collection, SLV, printed for 29.11.1884 and overwritten 13.11.1886.
13. Auction Notice for "Kooyong Park Estate", Vale Collection, SLV.
14. MMBW litho : "Reticulation Area no. 178 Town of Caulfield", initialled 3.8.1906, Caulfield City Archives.
15. See Shire of Caulfield Rate Book of 1888.
16. Ibid.
17. See Bate, W., A History of Brighton, Melbourne University Press (1983) pp.114 and 356.

18. CPO : litho p.84 : "Plan of Allotments at Caulfield in the Parish of Prahran", 1856.
19. Murray, P.R. and Wells, J.C., op.cit., p.170.
20. SLV: Vale Collection, plan of "Suburban Allotments, Parish of Prahran, County of Bourke, 27.12.1878.
21. Shire of Caulfield rate book for 1885.
22. Duckett, P.W., "Prahran and Malvern District Tramways" in ARHS Bulletin, April 1945, p.52.
23. CPO : Litho No. P85 : "Plan of Portions marked at Caulfield in the Parish of Prahran", 1853.
24. See Murray, P.R., and Wells, J.C., op.cit., end papers and p.197.
25. Murray, P.R. and Wells, J.C., op.cit., pp. 104-106.
26. SLV : Vale Collection, undated "Plan of Villa Allotments at Caulfield being subdiuision of part of portions 22, 24, 27 and 29, parish of Prahran".
27. See Shire of Caulfield rate book of 1885 showing that of the 10 lots sold, only one had been built on. It was a 4 roomed timber cottage owned by James Cook, a gardener.
28. Sands and McDougall Directory for 1889, p.144.
29. See Sands and McDougall Directory entries for 1891.
30. A copy of a drawing prepared by this Company showing the types G and H lights is dated 23.12.1926 and is held in the City of Caulfield archives. These lights are similar to the surviving columns in Lempriere Avenue.
31. See "Plan of the Caulfield Road District" (nd) in City of Caulfield Archives and end papers dated c.1863 in Murray, P.R. and Wells, J.C., op.cit.
32. See SLV Vale Collection, auction plan for "Lempriere's Estate" (nd).
33. Solomon, Dr. G., Caulfield's Heritage Vol. 1 Caulfield's Building Heritage, City of Caulfield, 1989, p.37.
34. See City of Caulfield Rate Books for 1926-27 (7.12.1926) and 1927-28 (20.12.1927).
35. O'Hanlon, S., "Melbourne's Inter-war Housing Survey" for the National Trust of Australia (Victoria), December 1989, p.49.

36. City of Caulfield Rate Books: 1926-27 and 1927-28.
37. The dates which follow have been based upon the entries in the Sands and McDougall directories in the absence of Council's Rate Books.
38. See Garden, D. Builders to the Nation : The A.V. Jennings Story, Melbourne University Press, 1992, pp. 23-27 for an account of the development of this estate.
39. The Argus, 29.7.1933 in Garden, D., op.cit., p.27.
40. City of Caulfield Rate Books : 1933-34 (12.12.1933) Rate entry no. 5788.
41. City of Caulfield Rate Books: 1933-34 (12.12.1933), rate entries nos. 7604-7606.
42. See Garden, D., op.cit., pp.28-33 for an account of the Beaumont Estate.
43. City of Caulfield Rate Books : 1929-30 (10.12.1929) Rate entries nos. 7083-7087.
44. Sands and McDougall Directory : 1931.
45. O'Hanlon, S., op.cit., states that LP 11711 was declared in 1926.
46. City of Caulfield Rate Books : 1925-26 (22.12.1926), rate entry no. 5600.
47. See CPO Drawing No. P79H : "Suburban Allotments Parish of Prahran Country of Bourke", 17.6.1879.
48. Sands and McDougall Directories used in Section 3.12.2 in the absence of rate books.
49. See view in the "Urandaline" estate auction notice of 16.9.1922.
50. Rate Book made 28.12.1925 shows lots 22, and 17-19 owned by the Equity Trustees.
51. Sands and McDougall Directory : 1928, west side, Urandaline Grove.
52. Ibid : 1929
53. Ibid : 1930
54. Ibid : 1935 : no. 451 under construction
55. MMBW litho no. 80, July 1905
56. City of Caulfield rate Books show that the land was subdivided between 1921 and 1923.

57. Rate Books
58. Ibid.
59. Ibid : 1933-34
60. Ibid : 1929-30
61. By contrast, that portion of the City of Glen Eira absorbed from the former City of Moorabbin and extending south of North Road remained devoid of electric tramway services and as a consequence was not fully built-up until the Post-war period.
62. Murray P.R., and Wells, J.C., op. cit., p.195
63. Solomon, Dr. G., op.cit., vol. 3, p.78
64. Ibid : p.88
65. Auction Notice - "Glen Huntly Park" estate, second section.
66. Auction Notice, Caulfield Historical Society Archives, for 19.3.1938.
67. Ibid.
68. Sands and McDougall Directory : 1931.
69. SLV : Vale Collection.
70. MMBW litho plan no. 158 of 1926.
71. Murray P.R., and Wells, J.C., op.cit pp. 111-115.
72. Education Department of Victoria, op. cit., vol. 3, p.400.
73. Rate Books 1924-25.
74. See MMBW litho plan no. 158 of 1926.
75. Sands and McDougall Directory.
76. SLV Vale Collection, Book 7, p. 31, "East Brighton Park" estate sale no. 3 notice.
77. SLV Haughton Collection, Book 3, p. 127.
78. See MMBW litho plan no. 165 of 1936.

79. See Cannon, M., Life in the Cities, Currey O'Neil Ross Pty Ltd, S. Yarra, (1983), p.191.
80. Caulfield Road Board: Assessment Book
81. MMBW litho plan no. 49.
82. MMBW litho plan no. 49.