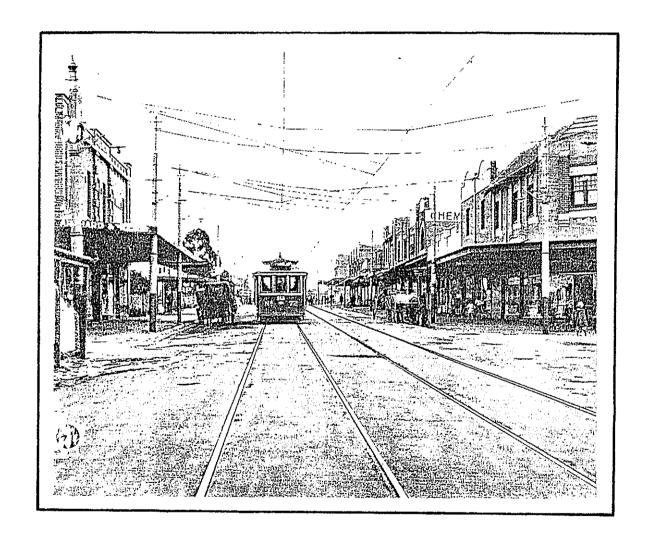


CITY OF GLEN EIRA HERITAGE MANAGEMENT PLAN 1996



VOLUME ONE

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CITY OF GLEN EIRA HERITAGE MANAGEMENT PLAN 1996

VOLUME ONE

September 1996

EXECUTIVE SUMMARY

1. Introduction

The Glen Eira Heritage Management Plan has its origins in the City of Caulfield Urban Conservation Study which was commissioned as a preliminary study early in 1990. The work was undertaken by Andrew Ward, architectural historian, and consisted of the following parts:

- the field survey (1990)
- the background history of the City of Caulfield
- assessment of identified historic areas
- assessment of individual buildings and places
- heritage guidelines (Elsternwick).

In March, 1996, Andrew Ward was commissioned to extend this documentation to include the increased area of the newly formed City of Glen Eira. The work is a necessary step to be taken by Council as part of its statement of corporate goals in Glen Eira's Corporate Plan 1995. Goal 7 requires, among other things, that the City formulates an appropriate Heritage Management Plan after consultation with the community. This report contains the findings and recommendations which form the basis of this Plan.

Since the late 1980's Council has demonstrated its commitment to the conservation of the City's heritage not only through the commissioning of the Caulfield Urban Conservation Study but also through the pursuit of its recommendations which have included the appointment of a heritage adviser and extensive community consultation as a precursor to proposals for incorporating the Elsternwick Historic Area as an Urban Conservation Area in the planning scheme.

The Planning and Environment Act 1987 specifies the conservation of the State's cultural heritage as one of the State Government's objectives for planning in Victoria. Section 4 (1) (d) outlines the objectives as they relate to heritage "to conserve and enhance those buildings and areas or other places which are of scientific, architectural or historic interest, or otherwise of special cultural values". All municipalities are required by Section 12 (1) (a) to implement the objectives of planning.

The recommendations which follow, therefore, constitute the principal elements of the Glen Eira Heritage Management Plan which has been prepared to give effect not only to Council's corporate goals but also to the objectives of planning for Victoria as they are defined in the Planning and Environment Act 1987.

2. Conservation Policy

It is recommended that Council adopt a statement of Conservation Policy to guide its actions in the area of heritage management for the future. This statement is made up of the following elements:

- <u>Acceptance of Responsibility</u> Council, acting on behalf of the community, accepts responsibility for the care of the City's cultural heritage.
- <u>Enhancement of knowledge and understanding</u> Council will continue to facilitate the collection and study of information which enhances the knowledge and popular understanding of its history.
- Advocacy Council will use this knowledge to promote the community's awareness of the value of the municipality's heritage for present and future generations.
- Action Council will lead by example to encourage the community to take whatever action is appropriate to facilitate the sound conservation management of its assets.

3. Conservation Strategy

It is recommended that Council adopt a Conservation Strategy to give effect to its policy for heritage conservation. This Strategy consists of the following elements:

3.1 Statutory initiatives

A number of Areas comprehensively demonstrate important eras in the growth of Glen Eira and survive in a reasonably intact state. It is recommended that these Areas be identified as Urban Conservation Areas in the Glen Eira planning scheme with a view to the protection of their cultural values in the future. They are included amongst the Historic Areas shown on the attached figure and are as follows:

- Elsternwick (Victorian, post Edwardian, residential and commercial)
- Gladstone Parade (Victorian, residential)
- Derby Road (Victorian, post Federation, commercial, transport)
- Caulfield North (Victorian, post Federation, residential)
- Lempriere Avenue and "Greenmeadows Gardens" (Inter War, residential)
- Vadlure Avenue (Inter War, residential)
- the "Hillcrest Estate" (Inter War, residential)
- the "Beauville Estate" (Inter War, residential)
- Crompton Court (Inter War, residential)
- Park Crescent (Inter War, residential)

- Glen Eira Road (Victorian, Inter War, residential)
- Chloris Crescent (Inter War, residential, transport)
- the "Glen Huntly Park Estate" (Inter War, residential)
- Sidwell Avenue (Inter War, residential)
- South Caulfield shopping centre (Victorian, Inter War, commercial)
- Ormond 1 and 2 (Inter War, residential)
- Bentleigh (Inter War, residential)
- Bailey Avenue/Myrtle Street (Post Federation residential)

It is also recommended that a number of individual buildings and places be protected under the Planning Scheme provisions as stated in the data sheets.

3.2 Non-Statutory Initiatives

Whereas the planning scheme provides a statutory framework for the protection of the City's heritage, it should be complemented by a range of non-statutory measures. It is recommended that Council give consideration to carrying out the following actions:

Detailed Policies and Guidelines

These should be prepared to explain to Council, its officers and the community, how the planning scheme provisions will be implemented. They will cover applications for demolition, alteration, new buildings and subdivision in identified Urban Conservation Areas and should be extended to signage controls in commercial areas.

Reference Library of Conservation Literature

A collection of technical literature covering aspects of the conservation of the municipality's heritage including research, maintenance and alteration of buildings should be created and maintained for use by the community.

Public Works

Council should ensure that any impacts of its capital works program on Urban Conservation Areas be assessed from the viewpoint of their effects on the cultural values of these Areas. It should also investigate the implementation of the works recommended in the Glen Eira Heritage Management Plan for each of the Urban Conservation Areas.

Heritage Advisory Service

It is recommended that Council retain the services of a heritage adviser to advise the community and Council in the implementation of Council's Conservation Policy. It is further recommended that the existing service be expanded to include a community based committee acting as a forum for the discussion and resolution of heritage issues, giving advice to Council and assisting Council to implement its Conservation Policy. Finally, it is recommended that Council establish a low interest revolving fund, administered by the committee on the advice of the heritage adviser, to assist applicants carrying out works to heritage buildings.

Rate Assessment

Council should give consideration to a rate abatement scheme to achieve specific conservation objectives such as the reinstatement of posted verandahs in the Elsternwick Shopping Centre.

Community Consultation

Council should facilitate the discussion of the Glen Eira Heritage Management Plan in the community at an early stage. Consideration should be given to the publication of an illustrated summary of the Plan.

1. INTRODUCTION

The Glen Eira Heritage Management Plan has its origins in the City of Caulfield Urban Conservation Study which was commissioned as a preliminary study early in 1990. The work was undertaken by Andrew Ward, architectural historian, and consisted of the following parts:

- the field survey (1990)
- the background history for the City of Caulfield
- Historic Areas
- Data Sheets for individual buildings and places
- Heritage Guidelines for Homes in Elsternwick, in three parts.

In March, 1996, Andrew Ward was commissioned to extend this documentation to include the increased area of the newly formed City of Glen Eira. The work is a necessary step to be taken by Council as a part of its statement of corporate goals in Glen Eira's Corporate Plan 1995. Goal 7 requires, among other things, that the City formulates "an appropriate Heritage Management Plan after consultation with the community". This report contains the findings and recommendations which form the basis of this Plan. It has been prepared with a view to its receipt by Council and for consultation with the community.

The aims of the Plan are to identify, evaluate and document the built heritage of the City of Glen Eira; to place it in the context of the history of Melbourne; to assess its importance as a community resource and to develop a comprehensive program for the conservation of the Study Area's heritage and its integration into the general planning framework.

The work was undertaken and directed by Andrew Ward, architectural historian, with the following support:

research:

Jenny Dalrymple

- drafting:

Andrew Clifford

word processing:

Annette Ward

Sue Colling

The assistance of the planning team at the City of Glen Eira is gratefully acknowledged along with the support given by staff of the City of Kingston. Particular thanks are extended to Anne Grogan, Strategic Planning Co-ordinator, and Jason Close, Strategic Planner of the City of Glen Eira.

The Glen Eira Heritage Management Plan consists of four parts:

- Introduction and Background History of Glen Eira (Volume Two)
- Assessment of Individual Buildings and Places (Volume Three)
- Management Plan (Volume Four)

There are three appendices:

- Heritage Guidelines for Homes in Elsternwick (Appendix A)

Part 1: Researching the History of Your House

Part 2: Maintenance and Repairs
Part 3: Alterations and Additions

- Model Heritage Controls (Appendix B)

- Field Surveys (Appendix C), separate

2. BACKGROUND HISTORY OF GLEN EIRA

2.1 Introduction

This history focuses on changes to the natural and man-made environment of the City of Glen Eira from the late 1830's until the Second World War. There is also a brief review of developments since the 1940's. Its purpose is to provide a historical context against which the cultural values of the present physical environment can be assessed. This process of assessment leads to the evaluation of the significance of individual buildings and places. In addition, however, the background history is intended to enhance our awareness of Glen Eira as a place in which to live and work. It helps explain why the streets, the parks and the buildings are located in their present positions and the processes which have led to their current appearance. Finally, the background history helps equip the reader with a knowledge of the past so that informed judgements can be made about the present and future.

Glen Eira is a diverse municipality, retaining substantial evidence of growth from all of Melbourne's major development phases. Whilst its road grid and expansive public open spaces have their origins in the pastoral era, its homes demonstrate the excitement of the Land Boom, over a century ago, the eclecticism of the inter war period home builders and the comparatively recent demise of the land of the market gardeners. Caulfield is important, also, as a tramway suburb, demonstrating the impact of the Prahran and Malvern Tramways Trust and its successor, the Melbourne and Metropolitan Tramways Board, on the suburban expansion of the metropolis during their periods of ascendancy. This expansion is also witnessed in Glen Eira as a series of "waves", the first imparting a Victorian flavour to the municipality's north-west followed by second wave, "washing" over the first and sweeping further afield during the post Federation years. They were followed by a "tidal wave" after the Great War covering all of the former municipality of Caulfield and infiltrating the western end of Moorabbin's north ward. Finally, East Bentleigh yielded to the same wave effect in comparatively recent times.

This history gives direction to the present challenge to conserve the best of the past and to simultaneously pursue the need to make Glen Eira a special place within Melbourne's southeastern corridor.

2.2 <u>Pastoral Prelude (1830's - 1840's)</u>

Governor Bourke sanctioned the opening of the Port Phillip district in September, 1836, almost two years after Edward Henty's arrival at Portland Bay in November, 1834. John Batman had arrived in Port Phillip Bay on behalf of the Port Phillip Association in 1835 and already negotiated with the local aboriginal population for the handover of the present site of Melbourne and additional lands extending along the western shore of Port Phillip and Corio Bays to Geelong and the Bellarine Peninsula. ¹.

The late 'thirties' represented an economic boom period during which most of the Settled Districts, and portions of central and south western Victoria were taken up under license for pastoral occupation. The Settled Districts, corresponding with the Geelong hinterland, the Victorian coastal margin and an area contained within an approximately 40 kilometre radius of Melbourne, were partially occupied for this purpose during these years. Bourke's police magistrate reported in May of 1836 that 177 people had settled upon or near the site of Melbourne with some 26,500 sheep. ²

Immediately to Caulfield's north-east, J.R. Allan occupied his three square mile run known as Allan's Creek, actually situated in the Gardiner's Creek Valley, from February, 1838. Downing and Lawler were his immediate neighbours whilst John McMillan's "Scotchman's Creek" run, established in 1840 occupied five square miles immediately east of Huntingdale Road. Caulfield's importance, however, rested more in its strategic location between Port Phillip's eastern runs and their Melbourne markets. The road west was designated the "Main Dandenong Road". It was 300 links wide and compared with the Brighton Road, of similar dimension though reducing to less than 100 links as the Arthur Seat Road beyond McMillan Street. Both roads were major highways, defining the northern and south western boundaries of the former Caulfield municipality several years prior to the formation of a local road board overseeing the affairs of Caulfield.

The Warrein Road, also known as North Road, marking the limit of the "Melbourne Five Mile Reserve", was surveyed as early as 1842 by the surveyor of Henry Dendy's "Brighton Estate", Henry B. Foot. ³. This land, allocated under the short lived Special Survey system, ran east from the Bay between North and South Roads with Centre Road as its axis as far as East Boundary Road through present day Ormond, Bentleigh and McKinnon.

John O'Shanassy, (1818-1883), later Sir John O'Shanassy, MLC and three times premier of Victoria during the 1850's and early 1860's, arrived in the Port Phillip District in 1839. He obtained a grazing lease immediately to the east of Dendy's "Brighton Estate" of 40,000 acres in 1841 and in the same year that Dendy had secured his Special Survey. Named "Windert", his station occupied the land between East Boundary Road and Boundary (Warrigal) Road in the south-east corner of the present City of Glen Eira. It extended east as far as Springvale Road.

Dobson, in <u>The Living Harvest</u>, ⁴ notes that the natural springs were one of the main reasons for the early settlement of East Bentleigh and Cheltenham after Dendy's Special Survey. He states that one such spring, at the corner of Centre Road and Bignell Road, had been a camping site for aborigines and later a watering place for O'Shanassy's cattle. This location is now marked by the St Peter's Catholic School.

The "Brighton Estate" was described on Robert Hoddle's Plan of 1841 ^{5.} as "open forest land, timbered with gum, oak, cherry and honeysuckle". The soil was "sandy" and the land "gently undulating", a fact attested to by the boundary survey shown as a line between several marked trees and traversing shallow hills and dales, with heath along the North Road boundary. A "Plan of Roads (now in use) running through the Brighton Special Survey proposed for proclamation" and prepared in 1851 by Henry Foot ^{6.} shows the southeast corner marked by a series of crosses, presumed to denote swampy ground. This area is now occupied by post war housing and the Moorabbin Primary School. Roads to be proclaimed included the "Coast Road to Arthur Seat" (Nepean Highway) and the roads defining the Special Survey now known as North, South and East Boundary Roads.

By 1846, John O'Shanassy was complaining of "this heath-cursed country" and he allowed a portion of his leasehold to be taken up by Richard and John King. ⁶. The Kings' station was situated on the "mail track to Dandenong" which skirted a swamp at this point, the "reedy swamp" being described as "water permanent but difficult of access in dry weather". ⁷. It was a good site for a head station, the Kings' paddocks degenerating rapidly into "barren sandy soil" in the vicinity of the present Yarra Yarra Golfcourse. The land remained waterlogged until recent decades, Warrigal Road being subject to regular flooding well into the 1950's. ⁸. John King remained on a portion of his pre-emptive right, which he called "Kingsland" well into the late nineteenth century. He died there on 6.11.1896 and his gravestone can still be seen in the Old Cheltenham cemetery.

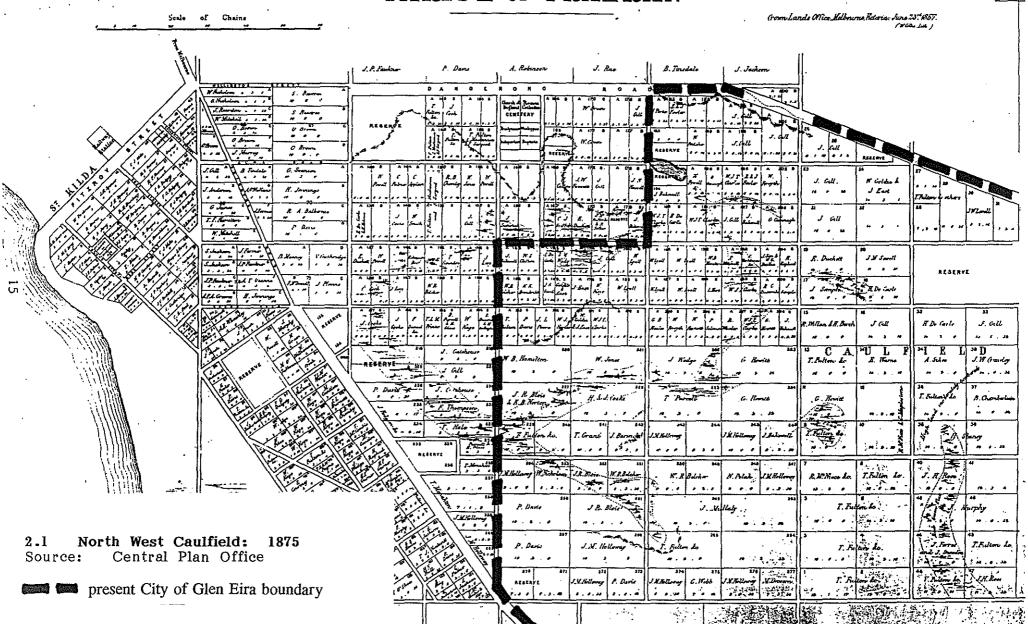
Murray and Wells in <u>From Sand</u>, <u>Swamp and Heath</u>, note that Caulfield had become, by the 1850's, a stopover point for livestock. ⁹ Given the prohibition of travelling livestock during daylight and evening hours, Caulfield with its wetlands, was a good spot for drovers to layover before embarking on the last leg of their journey to the stock markets.

The Crown Lands Office plan of "Part of the Parish of Prahran" of 1857 shows a lagoon immediately east of the Orrong Road/Alma Road intersection and a "wet flat" in the centre of the street block bounded by Inkerman, Kooyong, Balaclava and Hawthorn Roads. There is another to the north-east of the Kooyong/Glen Eira Road intersection along with extensive tracts of red gum flat. There were springs on the edge of a low escarpment meandering along the present route of Alma Road whilst the better known Paddy's and the Leman swamp were situated further east. As late as 1878 the Victorian Railways "Plan and Section" book maps show a small swamp to the north of Paddy's, west of Mayfield Grove and another at the west end of the Caulfield station ground. The lagoon marking the site of the present East Caulfield Reserve was also in existence. Together with Paddy's swamp, it was to be retained by the Crown following the 1850's land sales as a water reserve.

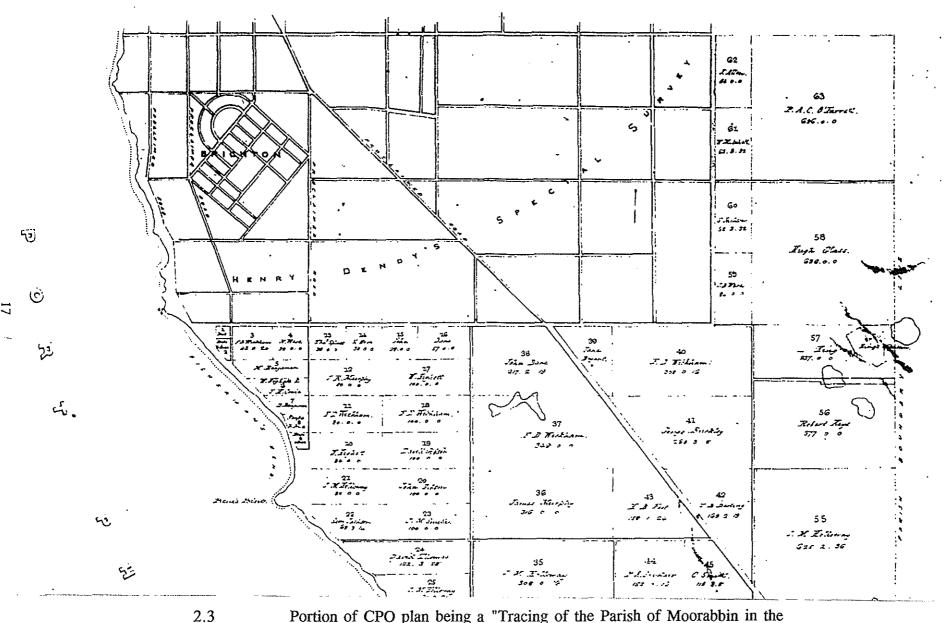
Today, the northern part of the Leman swamp, purchased by William Murray Ross towards the end of his spate of land buying, has reverted to public use as "Lord Reserve" and "Koornang Park". Henry Leman (Lemann) was for a time overseer of the Allan's Creek run and Murray Ross' move to acquire the reserve was bitterly opposed by the Southern Cross in October 1874. It eventually passed into the entrepreneur's hands in December of that year. ^{10.} The Southern Cross, however, noted in its argument that the reserve was "of great value to our market gardeners, both as a water reserve and for the peat it contains" which was mixed with manure for burning. In the 1840's and 50's, however, Caulfield's swamplands, in the absence of a local population, were the preserve of the runholders.

Henry Dendy, however, was farming in the area now known as McKinnon and bounded by Thomas Street, Centre Road and Wheatley Road as early as 1843. ^{11.} Henry Moor, a Melbourne solicitor, ran a vineyard on 5 acres in South Road and Cribbin notes that the countryside from the Bay to East Boundary Road was soon "dotted with vineyards". ^{12.} The 1840's also witnessed the development of the first large and concentrated development of market gardens outside Melbourne in Brighton, Moorabbin, Bentleigh and Cheltenham.

PARISH OF PRAHRAN



south-east of Dendy's Special survey (1850) Source: CPO SS7 Special Plan 1850. Architectural Historian



Portion of CPO plan being a "Tracing of the Parish of Moorabbin in the County of Bourke" (1854) showing the manner in which the land to the east of the Special Survey was sold off by the Crown.

Source: CPO Feature 433.

NOTES

2.2 Pastoral Prelude

- 1. Garden, D., Victoria, A History, Nelson, 1984, pp.27-28.
- 2. Scott, E., <u>A Short History of Australia</u>, 7th ed., rev. H. Burton, Melbourne, OUP, pp. 156-65.
- 3. North Road formed the northern alignment of Henry Dendy's Special Survey of 5120 acres, granted following the presentation of a land order to Governor La Trobe under the provisions of the Special Survey legislation in 1847. Under this legislation, land could only be selected beyond the five mile limit of Melbourne.
- 4. Dobson, W.T., <u>The Living Harvest: A History of St Peters Parish East Bentleigh</u>, p.8.
- 5. CPO: Plan M/29.
- 6. Dobson, W.T., op. cit., pp7-9.
- 7. CPO Plan SS7, (1850).
- 8. Author's recollections.
- 9. Murray, P.R., Wells, J.C., <u>From Sand, Swamp and Heath A History of Caulfield</u>, City of Caulfield, 1980, p.86.
- 10. Refer Jowett, D.F., and Weickhardt, I.G., <u>Return to Rosstown</u>, Rosstown Historical Research Group, Mordialloc, 1978, pp. 16-19, for an account of Murray Ross' takeover of the Leman Swamp.
- 11. Cribbin, J., Moorabbin, <u>A Pictorial History 1862-1994</u>, City of Kingston, 1995, p.33.
- 12. Idem

2.3 Land Sales and the Road Boards (1850's - 1860's)

Spurred on by the population influx associated with the gold rush commencing in 1851 and the return of disillusioned diggers following the exhaustion of alluvial gold, the Victorian Colonial Government ¹ proceeded to survey its lands for sale. Henry Foot surveyed Caulfield in 1853-1856 ² along with East St Kilda and East Elsternwick. The first sale of crown allotments in these areas was held on 25.2.1854, the last major release occurring just over a decade later on 16.6.1864. ³ To the east of the Special Survey, land was alienated in September, 1852.

Amongst the earliest grantees were several pastoralists who secured the watering places which they had grown accustomed to treating as their own. William Lyall, stockbroker and importer acquired part of the lagoon at the Orrong Road/Alma Road intersection. He shared it with William Clarke who consistently acquired land including the low lying flat crossing Inkerman Road and wandering continuously west and south west towards Glenhuntly Road. ⁴ John Helder Wedge, second assistant surveyor of lands in Tasmania, subsequently a member of the Port Phillip Association and run holder, acquired portion 222.

Archibald McMillan, whose home, now known as "Clonarg" and remaining at 230 North Road, acquired portion 32 at the intersection of the Arthur Seat Road and North Road and watered by the Elster Creek. Other grantees with pastoral interests included Hugh Glass and J.R. Blois. James Gill purchased ten lots in the vicinity of the intersection of Alma and Kooyong Roads, subdividing them for sale by auction in November, 1864. His house and garden were included in the sale and were once situated in the area served by Cantala Avenue. Josiah Holloway, a noted land agent of the day with interests in Collingwood, Eltham and Sandringham bought portions 46-48 representing a total of 81 acres in Elsternwick. Holloway had bought astutely up until this time and is remembered for his successful subdivision of "Gypsy Village", later Sandringham, in 1853.

To the east of the Special Survey, Hugh Glass and Peter O"Farrell, the Catholic Bishop Goold's solicitor, were the principal purchasers of Crown land between East Boundary Road and Warrigal Road. Others included Jonathon B. Were, Dendy's agent, Samuel Jackson - presumably the well known early Melbourne architect whose home "Wattle House" survives in St Kilda and John Allee of "Cosham" in Brighton.

The influence of the pastoralists is clear, as also was the fact that the Melbourne land sales of the 'fifties were dominated by a comparatively small and elite group. They participated in the Colonial Government's early land sales throughout Melbourne contributing not only to sorely needed public revenue but also to their private fortunes. Their activities in Caulfield and Moorabbin were by no means exceptional.

Nevertheless, closer subdivision paved the way for the formation and development of a farming community during the 1850's. At that time Joseph Hunt recalled in 1913 that the district was "pretty well timbered, with a good deal of red gum, not large, but thick, peppermint and whitegum". ⁵ His description bears out the accuracy of the 1857 plan. In 1853 the Victorian Parliament made provision for the establishment of District Road Boards to construct and maintain the roads surveyed by the Government in their areas. In

Caulfield, St Kilda and Elsternwick, the present road grid had been established by Foot around this time to provide access to the lands to be sold during this decade. Their upkeep, by necessity, was a matter for consideration by the local community.

The present municipality of Caulfield had already been defined, geographically, as has been noted. The Gardiner Road Board was established to the north of the Main Dandenong Road on 7.10.1856, postdating that of St Kilda, formed on 24.4.1855. Even Mulgrave, to the west, had been established as a Road Board District in January, 1857. Caulfield's administrative boundaries appear to have been created, by default, by others. Finally on 16.10.1857, the Caulfield Road Board District was gazetted with Board members including G.W. Harris, later of "Glenholme", William Lyall and G. Handasyde as chairman.

The new board prepared its first "Assessment Roll" for the year commencing on 21.11.1857. It contained 354 individual property entries, broadly subdividing the municipality into St Kilda, sometimes called East St Kilda to the north of Glenhuntly Road and west of Kooyong Road; Caulfield, east of Kooyong Road and north of Glenhuntly Road, and Elsternwick, sometimes called East Elsternwick, occupying the land south of Glenhuntly Road and the eastern end of the district as far as Warrigal Road.

The District's first self contained settlement was at "Camden Town". Its origins are of interest since they go back to Josiah Holloway who owned the three allotments (nos. 46-48) upon which the settlement was established. Holloway's "formula" for generating profits at the Government's land sales was to buy up land at strategic locations and subdivide it at the earliest possible opportunity. Previous ventures of this nature included "Separation Township" in the parish of Morang, "Little Eltham", and "Gypsy Village", actually subdivided prior to receipt of title in 1853. There were others. 6. "Camden Town", writes Murray and Wells, was known by that name as early as 1856. 7. By late 1858, Holloway had sold off the whole of allotment 47.

The Board's assessment roll records the following settlement at this location:

Table 2.1 "Camden Town": 1857
Source: Assessment Roll of Caulfield Road Board: 21.11.1857

Owner/Occupier	Building	Pasture (acres)	Cultivated (acres)
George Booker	house	6.00	4.2.37
John Brian	house	6.00	4.2.37
Charles Davis	small shop	_	7.2.01
Charles Davis	small shop and dwelling	-	-
Wm H. D'orsay	house	-	_
none	house	_	-
John Green	house	-	_
Abraham Hunt	house	-	-
J. Jeanes	house	-	_
Michael Lynch	house	-	_
Wm Lynch	house	-	_
Mitchell & Gensell (?)	house	-	-
J. Marshall	house	_	_
G. & H. Pamplin	hut	-	<u></u>
Wm Stacey	tent	-	-
Elmslie Stephen	house	-	_
J. Summerville	house	-	-
Michael Toole	hut	_	-
James Waghorn	tent	-	-
Walters	hut	-	_
Isaac Williams	house	-	-

With the exception of two shops at "Owensville", in Hotham Street, Charles Davis' shops were the only stores throughout the road district. Other non-residential activities included John Fox's brick yard in portion 46 at the north-east corner of Glenhuntly and Hawthorn Roads, a chapel in portion 32 at the south east corner of Hawthorn and Balaclava Roads 8. and Henry Wallan's workshop in East St Kilda. There were two hotels, the "Farmers Arms" 9. on the main Dandenong Road in East Elsternwick (portion 94) and the "Grange", owned by Hugh Glass on portion 73, North Road.

The 1857 rate book indicates that the major portion of the District was under pasture, although a considerable portion was cultivated. There were 159 houses, huts and tents whose occupants were mainly occupied on the land. If "Camden Town" was the principal commercial focus for the District in 1857, it was to remain so in later years, incorporated today in the Glenhuntly Road centre which extends more or less continuously from Elsternwick to Bambra Road. The Caulfield State School of 1877, the horse tramway of 1889 and subsequently the electric trams were all events confirming the importance of Glenhuntly Road and the fledgling community of "Camden Town" wherein the City's commercial centre has its origins. It is recalled, today, by their presence, and also by the "London Tavern" in Hawthorn Road, established by John Guess in 1873.

To the west, however, the impetus of earlier suburban development in St Kilda and Brighton was to impact upon the Caulfield Road Board District's Hotham Street boundary. The Melbourne and Hobson's Bay Railway Company's second line was opened to St Kilda in May, 1857 and it was extended by the St Kilda and Brighton Railway Co. to North Brighton in December, 1859. The consequence of the formation of settlements consolidated by the railway openings in St Kilda, North Brighton and Elsternwick township were that Caulfield was effectively "hemmed in" on its western boundary by a relatively intensively built up suburban band following Brighton Road and spreading out on land sold off as a part of Dendy's Special Survey in the south. Caulfield's St Kilda (East St Kilda) blocks were sold off first in the smallest parcels and the "Alma Road Village" and "Owensville" were directly related to the pre-eminence of the suburban development immediately to Caulfield's west. ¹⁰.

The Road Board's tasks expanded with the growth of its district. Its earliest public works were focussed on the cleaning and formation of the government's surveyed roads, with drains but minimal surface treatment. C. Harrison's tender of 13.5.1858 was the Road Board's fifth contract covering works to Inkerman Road from Hawthorn Road to Hotham Street. The earthworks were minimal and involved the levelling and filling of surface irregularities, the cutting of drains and construction of a timber box culvert. It was typical of others, carried out under the superintendance of architects and engineers Thomas Watts and Sydney Smith. ¹¹

Mr W. Murray Ross was appointed to the Road Board chair in 1860 followed by Samuel Masters from 1864 to 1868. The latter chairman pursued the matter of local control of the reserved swamp lands eventually contriving for the declaration of the land now defined by Kambrook Road, Glen Eira Road, Bond Street and Station Street as a township reserve and for the future Caulfield racecourse site as a town commons. Paddy's swamp, now Caulfield Park, was reserved as a public park in 1866 and has remained so to the present time. The township reserve, however, was not developed for this purpose, the land being sold in 1879, as suburban allotments from Neerim Road to the railway line. Although the

old township reserve became open land, this subdivision led to the construction of surviving Victorian villas at nos. 30 and 32 Booran Road.

South of North Road, local government has its origins in the proclamation of the municipality of Brighton on 18.1.1859. The designation of Moorabbin as a Roads Board District followed on 16.5.1862. By this time the eastern and outer eastern portions of the Special Survey had been occupied predominantly by Irish settlers who have been described as "most numerous" at East Brighton, now Bentleigh and McKinnon, and present day They were engaged in viticulture and market gardening, the sandy soil Heatherton. 12. producing greens, cabbages, cauliflowers, carrots, potatoes, rhubarb and fruit. Morley's "Plough and Harrow" hotel was situated on the north-east corner of Point Nepean Road and South Road. This site now occupied by a recent office development, marked the nucleus of a small settlement referred to as South Brighton and including Percival White's blacksmith's shop, also known as the "Plough and Harrow", opposite. The Sands and McDougall Directory of 1885 confirms the location of the hotel, by which time it was functioning as a resort with a zoo and aviary at the rear. William Tibbits painting of the hotel of 1881 shows swings in the front garden and stylish visitors arriving in their buggies drawn by teams of white horses. A later illustration 13. shows a fountain in the garden, additional buildings and stabling, a plantation in the front and the Frankston train passing in the distance. This view looks across the eastern portion of the Special Survey towards Mt Dandenong and shows the countryside divided into paddocks with small houses, garden (vegetable garden?) plots and public works in the form of cleared roads boarded by avenues of immature trees.

A post office was opened at South Brighton in 1857 and another at Bentleigh (East Brighton) in the same year. Cribbin notes that St Stephens Common School had been built by the Church of England in the early 1850's on the west side of Tucker Road near Evelyn Street. ¹⁴ At present day McKinnon, Thomas Bent's father, James, ran a hotel from at least the 1860's. It was situated on the site of the present "McKinnon" hotel at the northwest corner of McKinnon and Jasper Roads and was very appropriately named "The Gardeners Arms". Lewis Brickman ran a blacksmith's business in Jasper Road, from at least 1862. ¹⁵

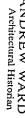
The Moorabbin Road District's first general meeting was held exactly one month after the creation of the District on 16.6.1862. The favoured venue was Morley's "Plough and Harrow" and it was at this meeting that Colonel William Mair was appointed president over another nine members. Colonel William Mair had been commissioner in charge of the Ballarat goldfields and subsequently a driving force in the formation of the Victoria Police. He was to stay on as president until 1867 when his place was to be assumed by the son of a local market gardener, the then youthful Thomas Bent.

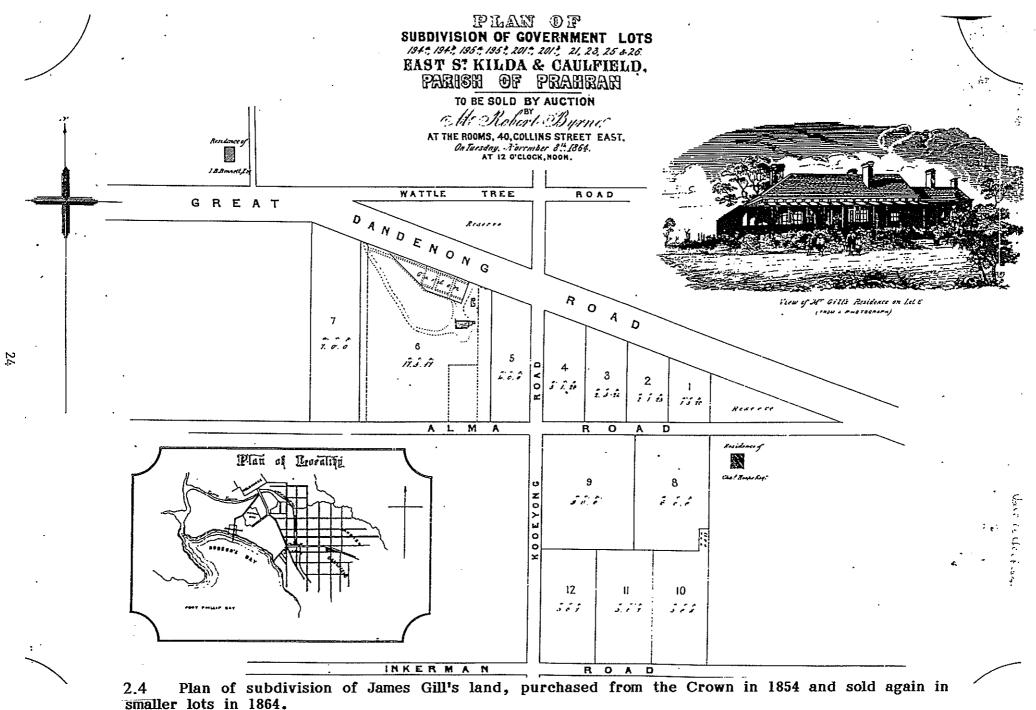
There were upwards of two hundred landholders and householders present at the inaugural meeting of the District Road Board where a rate was set for "wastelands", "pasture", "cultivation" and "all other saleable property". ^{16.} Joseph Ostler was appointed secretary at a later meeting on 30.6.1862. The first rate book indicated that Ostler was a blacksmith and that he owned houses in Manchester, later McKinnon and Jasper Roads.

This rate book provides insights into the character of the northern portion of the Road District previously designated East Brighton. It describes the types of dwellings within the district in terms of their forms of construction. In East Brighton there were approximately 130 weatherboard houses, 31 of brick, 28 of palings, 5 slab, 4 of iron - presumably prefabricated, 2 of pisa (sic), 1 wattle and daub, 1 stone, 2 tents and one of lath and plaster. The Church of England meeting place was of brick and the Wesleyan chapel weatherboard.

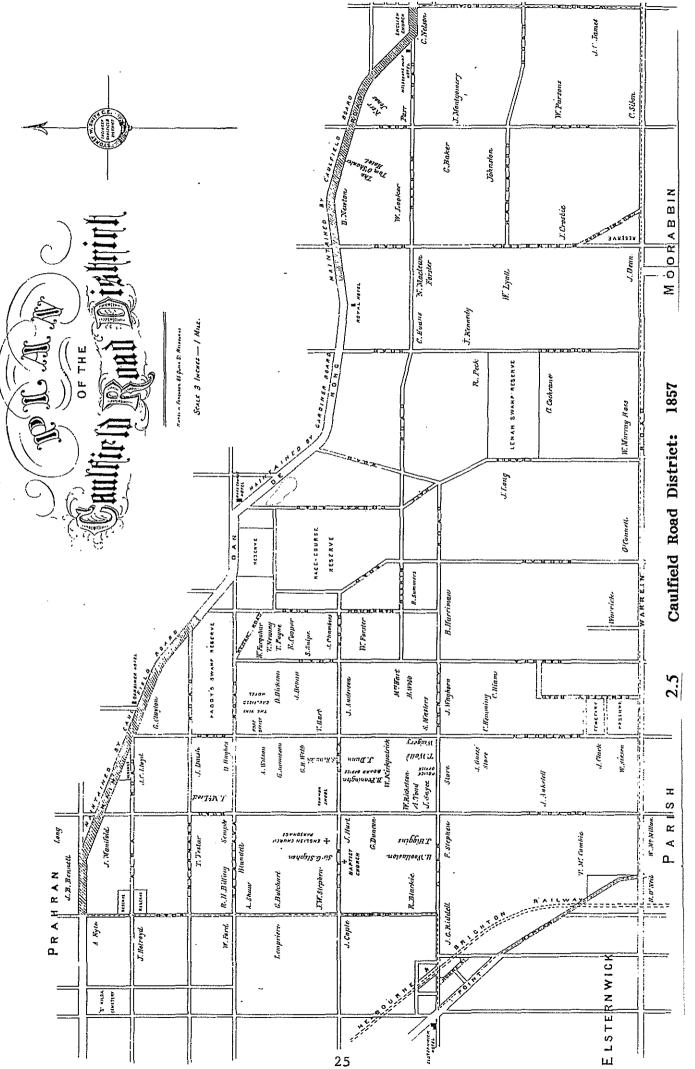
Not surprisingly, an early matter of concern was the state of the roads. A surveyor by the name of R.R. Morgan was engaged to prepare plans and specifications for clearing roads and other works and the neighbouring Brighton Borough Council was approached about "the dangerous and impassable state of the road at the junction of Thomas Road and Brewer Road". In July, 1862, an invitation to share the cost of building a bridge at the junction of Thomas and Centre Roads was extended to the same Council. called for the clearing of timber and stumps from any roads in the District and for stumps removal from Brewer Road, Centre Road and South Road. In subsequent early meetings, tenders for draining and clearing roads were accepted and contracts let. Thomas Bent was appointed rate collector at the Board's seventh meeting on 20.8.1862. time, R. Morgan had been appointed engineer. Solomon West was accepted as manager 19. of Farmers Commons in 1863. It was also in this year that a rate was not set for "wastelands", presumably because their importance in the District was no longer of The board members were re-elected in June, Solomon West and Thomas Bent being amongst the successful candidates. ²⁰. John King, however, presumably of "Kingsland", polled poorly with only 18 votes, his failure symbolising the passing of the pioneering days in the area. As the year wore on, tenders were called for the formation and metalling of roads as well as clearing, filling up holes, draining and constructing culverts. Roads effected by these works included McKinnon, Manchester, Jasper and South Road. At its meeting of 3.9.1863 the Board resolved to repair "the chasm" on Centre Road, near Mr Thorne's property and to repair the damage throughout the District after "the late flood". During this period revenue was raised in part by means of a toll imposed on traffic using the Point Nepean Road. William Burgess and another sixteen ratepayers wrote to the Board to undertake the drainage of "Mackie's Swamp".

In 1866 the Board allocated the sum £400 for the construction of a "District Board Room" and in the area known as "North Moorabbin", called "East Brighton" prior to 1862, £350 for works to North, Centre and South Roads, Thomas, Patterson, East Boundary, Tucker, Oakleigh, Boundary, Jasper, McKinnon and Brewer Roads. ²¹ The construction of the new Board Room proceeded rapidly "at the corner of South and Arthurs Seat Roads". The "Plough and Harrow" was subsequently abandoned in favour of these new premises, a short walk to the south, with the first meeting being held on 28.7.1866. ²² The proclamation of the Moorabbin Shire was to follow on 27.1.1871.



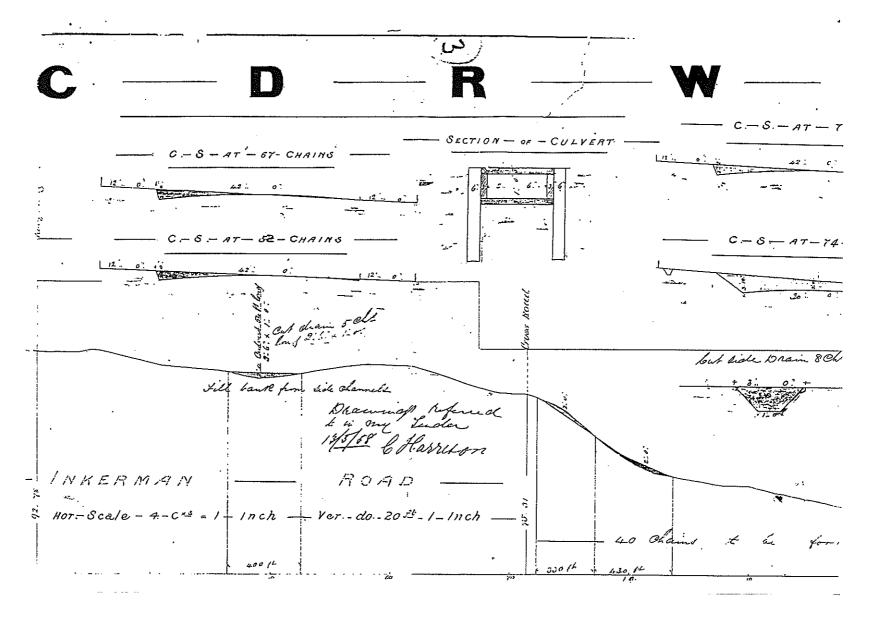


Source: SLV: Vale Collection



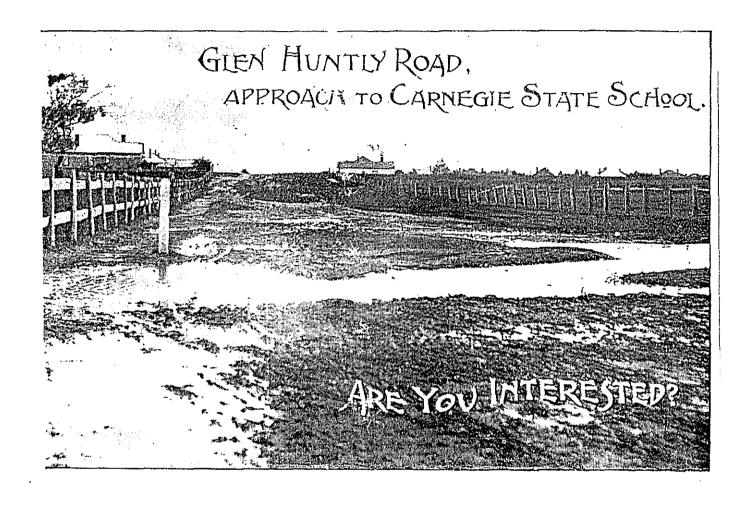
City of Glen Eira Archives

Source:



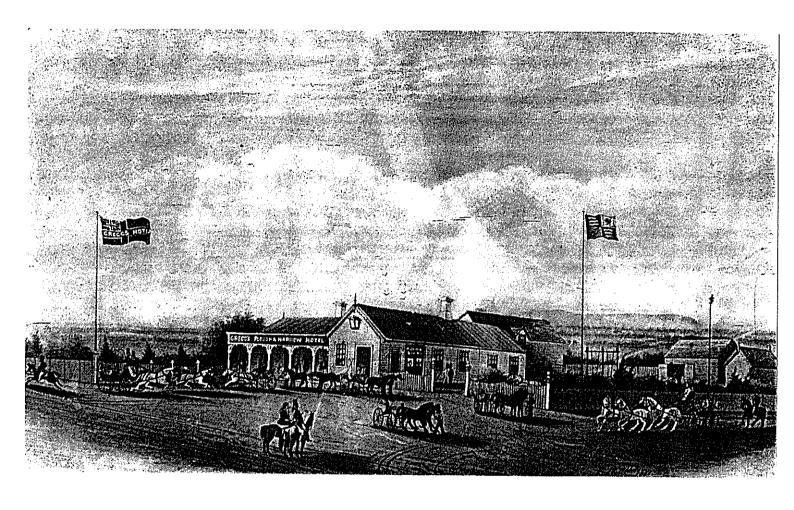
Contract drawing for works to Inkerman Road, signed by the contractor, C. Harrison on 13.5.1858, and showing formation works and box culvert details.

Source: City of Glen Eira Archives



2.7 Glenhuntly Road, looking east to Truganini Road, c. 1910 and providing a graphic illustration of the state of the Shire's roads at that time. The tramway was not opened until 19.12.1926.

Source: City of Glen Eira Archives



Gregg's "Plough and Harrow" hotel, on the Point Nepean Road at the South Road intersection, 1881. Artist: William Tibbits.

Source: Tibbits, G., William Tibbits 1837 - 1906 Cottage, House and Garden Artist, Univ. of Melb., 1984, p.68.

NOTES

2.3 Land Sales and the Road Boards

- 1. The Colony of Victoria was separated from New South Wales on 1.7.1851.
- 2. Refer CPO maps; P85 "Plan of Portions marked at Caulfield in the Parish of Moorabbin" (1853) and P84 "plan of allotments at Caulfield in the Parish of Prahran" (1856).
- 3. Murray and Wells, op. cit., p.2.
- 4. W.J.T. Clarke's purchases included portions 185A, 191A and B, 196A, 199A and B and 207B, all containing swamp lands.
- 5. City of Caulfield Archives: Newspaper cuttings p.92, July, 1913.
- 6. Refer Ward, A., "City of Sandringham Conservation Study", 1989, Background History, pp 23-28.
- 7. Murray and Wells, op. cit., p.11.
- 8. Murray and Wells refer to this building as the "Black Chapel" which later became a post office and newsagency, p.105.
- 9. Refer Murray and Wells, op. cit., pp 110-111.
- 10. See Murray and Wells, op. cit., pp. 104-105.
- 11. Glen Eira Council's archives include a small number of contract drawings for these works; to Inkerman Road, Kooyong Road and a "road near Mr Purcell's from Great Dandenong Road".
- 12. Cribbin, J., op. cit., p.35.
- 13. See Cribbin, J., op. cit., p.29.
- 14. Cribbin, J., op. cit., p.55.
- 15. 1862 Rate Book
- 16. Moorabbin District Roads Board: Minute Book 1.
- 17. Idem, 4th meeting: 14.7.1862.
- 18. Idem, 5th meeting: 23.7.1862
- 19. Idem, meeting of 27.4.1863

- 20. Idem, meeting of 16.6.1863
- 21. Idem, meeting of 8.3.1866
- 22. Idem, meeting of 14.7.1866

2.4. Proclamation of Shires and the Land Boom (1870's - 1890's)

Steady growth under the Caulfield District Road Board had resulted in the formation of an area populated with town houses in the St Kilda portion to the west and with less intensive but similar development in Caulfield itself. To the south, and east, land was mostly given over to farming with a substantial tract immediately to the east of Grange Road extending from Dandenong Road to North Road owned by W. Murray Ross. His holdings were situated in the centre of established market gardens by the 1870's, worked by farmers obtaining their supply of water from Leman's swamp.

To the west, however, Caulfield's attraction not only to market gardeners but also to Melbourne's landed gentry was becoming increasingly evident. ¹ Francis McDonnell's "Glenfern", which survives at the corner of Inkerman Road and Hotham Street, had been built in the cottage orne style of Melbourne's gentry as early as 1857. McDonnell was a member of the Melbourne and Hobson's Bay Railway Company. In Dandenong Road, "Oakleigh Hall" was occupied by a Mr Degraves in the same year and in 1864, Thomas Manifold, pastoralist and MLA for Warrnambool built "Waiora". "Craigellachie", built c. 1864 for William Pearson, pastoralist and MLC for the Gippsland Province, survives at Lynedoch Avenue whilst "Halstead", James Dickson's residence, remains as the City's oldest surviving villa, erected pre 1857 at 23 Bambra Road. It compares with "Rose Craddock" at 1 Craddock Avenue. Built for G.W. Harris of the District Road Board in 1857, "Rose Craddock" was named by Henry Joseph Langdon, whose family remained there from 1870 until 1984.

The construction of villa residences of magnificent proportions continued throughout the decades up to the 1892 depression. In spite of widespread demolition associated with the post First World War suburbanisation of Caulfield, the remaining examples constitute the highpoint of the City's Victorian architectural heritage. Although predominantly in the north-west, they continue across the municipality and include "Heatherbrae" at the corner of Neerim and Booran Roads, and "Balranald" at its eastern extremity at 13 Poath Road. The two villa residences of greatest renown, however, are Sir Frederick Sargood's "Rippon Lea" erected in 1868 and completed in 1887 to the design of Reed and Barnes, and "Labassa", formerly "Ontario" designed by J.A.B. Koch and built in 1890 for the pastoralist and investor William Alexander Robertson. Both represent architectural milestones, the first being a supremely innovative polychromatic brick mansion and the second being incomparable for its use of the European Baroque at a point immediately prior to the bank crash.

Given the community's continued status by the late 1860's and the parliament's provision by virtue of Act No. 176 passed in September, 1863, to establish not only Road Districts but Shires, it was not surprising that Caulfield became a Shire on 28.4.1871. In their new roles, councillors shared additional privileges to those of the earlier road board members. Most importantly, they were empowered to raise loan funds on the security of special rates to undertake necessary works. They could establish pounds, issue licenses and appoint inspectors for slaughter houses and have control of commons.

In 1871, Caulfield's population reached 700 and it was to increase to 6,500 by 1890. ² The Shire's first loan was for the sum of £7,000 for the erection of the town hall in 1884.

Given his business partnership with Thomas Watts, architect and first Shire President, it is not surprising that Sydney Smith was appointed architect for this important project. Smith had been in partnership with Watts from 1864 to 1870 ³ and also acted as engineer for the Road Board and Shire. Watt's office had been responsible for such celebrated projects as "Bontharambo" near Wangaratta and, closer to home, "Valentines", now "Malvern House" at Caulfield Grammar School. Smith's design for the Shire hall showed that he was every bit equal to the task, his design comparing quite adequately with the work of Gall and Beswicke, noted for their suburban town halls. ⁴ His design, however, was never fully implemented, the building being subject to continual development and change until the present day.

The location of the Shire hall was curious to the extent that it has always been situated away from the commercial centres of the municipality which were determined to a large extent indirectly by the Department of Railways and later, by the operating authorities of various tramways.

The railways, in fact, considered a number of alternative routes linking the Gippsland railway with Caulfield and Spencer Street station. The contract for the construction of the line to Sale terminated at Oakleigh since a decision to obtain running rights over the Melbourne and Hobson's Bay United Railway Company's suburban system, or to avoid it altogether, had not yet been made. In July 1873, the engineer in chief of the Victorian Railways submitted to parliament a list of nine possible routes for the Oakleigh to Melbourne railway. Four of them ran through Caulfield: two linking Oakleigh with Elsternwick, one with Balaclava and the fourth with Prahran. The councillors of the newly formed Shire could certainly have been excused for not knowing where to build the Shire hall. It was not until 26.8.1878 that the railway construction bill for the present Oakleigh to South Yarra line was finally given royal assent and only then after Thomas Bent, M.L.A. for Brighton, had tried to move an amendment to have it pass through Elsternwick. 5. This railway was opened on 2.4.1879, providing a most satisfactory service for the Victorian Amateur Turf Club's racecourse at Caulfield. Taken over by the highly influential VATC only three years earlier in August, 1876, it occupied land reserved temporarily by Henry Foot and known as the Caulfield Racecourse as early as 1857. Caulfield railway station was opened with the line, these important events giving rise to a spate of land subdivisions in the immediate vicinity of the racecourse.

The entire western boundary of the course was subdivided, as has already been noted, into suburban allotments in 1879. In February, 1881, Messrs Byrne, Vale & Co. auctioned off Dr L.L. Smith's land immediately north of the grandstand with frontages to the Main Dandenong Road and Derby Road. To the east, the Freehold Investment and Banking Company sold the land bounded by Queens Avenue, Derby Crescent and Moodie Street on its "well known easy terms". The development of the Derby Road shops followed these events as early as 1881 and possibly at the time of the first Caulfield Cup run on 5.4.1879.

The construction of the Frankston railway line, with its junction at Caulfield, further enhanced the importance of this railway centre. It was opened as far as Mordialloc on 19.12.1881. Later, a horse platform was constructed and a picturesque elevated "rostrum" for the station master on race days. A timber structure, built to assist in the movement of crowds on race days, it has only recently been demolished. The present brick station buildings were erected to the design of J.W. Hardy, chief architect of the Way and Works

branch in 1913 ¹⁴ and they stood in marked contrast to the standard timber station building at Glenhuntly, erected in 1882 and demolished in 1986. Today, the old portable building at Glenhuntly remains as Glen Eira's only nineteenth century station building.

Caulfield probably has the distinction of having more railways planned to run through it than any other metropolitan municipality. Given this curious fact, it is surprisingly that so few actually penetrate its boundaries today. William Murray Ross, famous for his abortive Rosstown railway venture, was responsible for one such proposal. His railway was actually built along the alignment envisaged by the Government in one of Higinbotham's earlier schemes. Branching off the Gippsland railway at Oakleigh, it swung south of Kangaroo Road to travel directly west, south of the Leman swamp reserve and joining the Brighton Beach railway a little to the south of Elsternwick station. It formed part of a greater scheme, however, celebrated in Murray Ross' prospectus on 1875. His land holdings were extensive, generally occupying the centre of the Shire immediately east of Grange Road and extending west along the alignment of his railway to Elsternwick. On this land he envisaged the formation of the suburb of Rosstown, made up of building allotments to the west of Grange Road and residential lots and market gardens to the east. On portion 71A. occupied by the swamp, Murray Ross built his sugar works, drawing water from the swamp and using machinery obtained from the Victoria Beet Root Sugar Company's failed works at the Anakies. Suburban railway stations were erected at Hawthorn Road, Booran Road and Gardenvale.

Work was underway by 1876 authority for constructing the railway being granted in 1878. Liquidity problems resulted in the cessation of work on the mill in the following year and Ross pressed on with land sales to alleviate these difficulties. The Caulfield Land and Building Company was formed in September, 1883 and achieved success up to 1890 when the <u>Municipal Directory</u> spoke in optimistic terms of the Rosstown venture. Ross actually claimed to have run a train on his line on 14.11.1888.

Further railway works were then undertaken and a proposal for purchase entertained by the Railway's commissioner, Richard Speight. Procrastination, however, compounded by Ross' continuing cash flow problems ran the whole venture headlong into the 1892 depression. The Railways lost interest and removed the points connecting the line with their system in 1897. The sugar beet venture failed and the land sales led only to minimal development. Today, the most obvious signposts for the Rosstown venture are the street alignments, especially noticeable at Murrumbeena Crescent and Riddell Parade. Of the houses built as a result of Ross' land sales, only No. 55 Rosstown Road and possibly No. 234 Neerim Road remain as built evidence.

Carnegie station was originally known as Rosstown, for it was situated immediately east of Ross' land holdings running south between Grange Road and Koornang Road. They too were the subject of a railway proposal, described on the Rosstown land sale notice as the "Rosstown Junction loop line". It was to run from the present Carnegie station south to the Rosstown railway at the sugar works. Today, the curving alignments of Mimosa and Toolambool Roads, laid out by Thomas Watts as architect/surveyor for Ross, constitute the only significant physical evidence of this proposal.

Although the process of closer subdivision, commencing with Holloway's "Camden Town" of c.1858, continued during the following decades, ⁶ it was not until the 1880's that they reached a "crescendo", spurred on by the construction of railways and promises of more. Activities were concentrated at the rail stations where highest land values could be achieved. By November, 1886, Fraser and Company's "Garden Vale Estate" ⁷ was described as "the gem of the whole country, and the only large estate unsold close to the (Elsternwick) railway station". The subdividers laid it out "with every consideration for the mansions in the immediate neighbourhood" which generally faced Glenhuntly Road and McMillan Street. It was an interesting point, for the large houses were seen as attractions to the owners of small villas who were happy to live in their shadow. Such genteel considerations, however, were not taken into account in later decades when land was scarce and Caulfield's mansions were to be hemmed in by suburban villas and in many cases, demolished.

Malvern station also acted as a catalyst for development, the "Beaconsfield Park" and "Salisbury Park" estates at the intersection of Hawthorn and Inkerman Roads being auctioned off as the "very pick of this most popular district, the sanatorium of the Colony ... immediately opposite to the Malvern Railway Station". Further down the line, the "Rosstown" estate and "Strathnaver" estate of 1880 saw to the subdivision of land within walking distance of Rosstown station. Similarly, the "Murrumbeena" and "Murrumbeena Reserve" estates of 1888 cut up the land north and south of the station of that name. The auctioneers, Munro and Baillieu, bragged that Murrumbeena was "but an expansion of aristocratic Toorak, Armadale, Malvern and Caulfield" and that land was available here for "mansion villa and shop sites".

Stations on the Frankston line also shared in the boom, the "Caulfield" estate, bounded by Bealiba, Bambra, Booran and Eumeralla Roads being considered but "a few minutes" from the Glenhuntly and Ormond stations. Sadly, Murray Ross' stillborn Rosstown Line bisected the estate and would have proven to be an invaluable asset.

In the north-west of the Shire, the absence of a meaningful railway service was sorely felt, the stations at Elsternwick, Malvern, Caulfield and Glenhuntly merely surrounding the area rather than passing through it. An attempt to solve this problem took the form of two horse powered tramways, operated by the Caulfield Tramway Company. Both routes were opened in 1889, one connecting Elsternwick station with Glenhuntly station via Glenhuntly Road and the other connecting Caulfield station with Glenhuntly Road west of Hawthorn Road. Both lines proved to be unprofitable, comparing in this respect with the contemporary Beaumaris Tramway Company's line which was also horse powered. Melbourne gave birth to other short lived "land boom" tramways and those of the Caulfield company struggled on until October, 1897. By this time they were in the hands of the Royal Bank as mortgagee. The Shire Council objected to their closure since their operation was the subject of a deed of delegation. Furthermore, closure had caused "large numbers of patrons to leave the neighbourhood and depreciated property to a very great extent". 8

The routes were eventually re-opened by the Caulfield Elsternwick and Malvern Tramway Company Limited in November, 1901 but they were again closed in October of the following year. Eventually, on 15.9.1911 the company's assets were transferred to the Council for the sum of £2,750. Consisting essentially of four trams and disused rails, the former were auctioned off by A.E. Lillie of Glenhuntly Road in April, 1912 at £15 each.

Whilst pressing ahead with its program of roadworks consisting of improving the government roads and constructing "private streets" at the adjoining owners' expense, the Caulfield Shire Council also made positive steps towards the beautification of the municipality. In the late 1890's, it ordered Huntingdon elms, oaks and planes as street trees and planted pines in the Dandenong Road reserve. Flowering shrubs were planted in Caulfield Park and an eleven acre sports ground provided with a frontage to Inkerman Road. A pavilion and curator's cottage were built, the latter being occupied (?) by the ranger, whose tasks included the supervision of cattle in the park and the apprehension of strays.

In the East Caulfield reserve, a cricket pavilion was provided and trees planted, the grass being kept in order by club members' sheep. Further afield, the present Duncan Mackinnon reserve was leased to a Mr Stone in 1895 "to clear the scrub and rushes and to cultivate such parts of it as he may think fit". 9.

On its roads, the Council erected "finger posts" and contracted with the Metropolitan Gas Company to illuminate its street lamps, one of which survives at the corner of Orrong and Hughenden Roads. In 1899, its street lamp pillars were being obtained from Dallimore and Sons. Beyond the gas company's grid kerosene lamps included the "Rochester" style of lamp and the "Optimol Best Street Lamp".

By September, 1899 consideration was being given by Council's works committee to the making of building regulations, general standards for buildings and brick area provisions being enshrined in by-laws nos. 22 and 23 and Regulation no. 3 of 1902. They followed Council's by-laws and regulation of 1892 setting out the standard details of timber and iron porticos (verandahs) in the Shire. They were not unlike similar structures in other municipalities, Caulfield's being distinguished by the Shire's "coat of arms". None survive, although they are known to have existed in Derby Road, (fig 3.31).

The Shire of Moorabbin was proclaimed some three months after Caulfield on 27.1.1871. By 1873 the Sands and McDougall directory for that year included 137 entries under Brighton East and of these, 106 (77%) were gardeners. Other occupations included dairyman, wheelwright, carter, bootmaker and the usual purveyors of general merchandise and beverages. The nature of the entries suggests that generations of families were already established in the business of market gardening, there being more than one entry under the following names:

- Box (2),
- Brady (3, all in Brady Road),
- Burgess (3, all in Mackie Road including Burgess "senior" and "junior",
- Carroll (3, all in Bignell's Road),
- Cahill (2, Mackie Road),
- Garfield (2),
- Gahan (2),
- Hall (2),
- Hanrahan (3, all in Brady Road),
- Hansen (2, North Road),
- Howell (2, "senior" and junior", Jasper Road),
- Huntley (2, including "junior", Centre Road),

- Jones(2),
- McCormick, (2, Bignell's Road),
- McGuiness, (4, including "junior", 3 in McGuiness Road),
- Norton (2, East Boundary Road),
- Queenscliff (2, Murray Road),
- Sanders (2, Tucker Road), and
- Simmonds (2).

Relations with the Brighton Council, Moorabbin's western neighbour, continued to be somewhat unpredictable, and The Southern Cross in its editorial of 27.7.1872 added fuel to this smouldering fire by publishing The Argus' views on Thomas Bent who by this time had defeated Brighton's George Higinbotham as MLA for the seat of Brighton. "We can partly understand", stated the editorial, "the motives which induce the wood-carters and cabbage-growers of East Brighton to choose Mr Bent for their member, because we know that like draws to like; and we partly understand the feelings of ecstatic joy with which his recent Parliamentary achievements have filled the breasts of some few ill-conditioned fisherman on the Mordialloc shore, because coarse abuse of superior intelligence is a delectable morsel to vulgar appetites"! Such a withering comment spoke volumes not only about Bent but also "the establishment". Bent, however, was to work tirelessly and effectively for both the Brighton and Moorabbin Councils. He had been a Road Board member at Moorabbin and councillor from 1871 until his death in 1909. Brighton accepted him as a councillor in 1874 and he remained there, too, until his death. He lived at "Rippon Lea" from 1903, a far cry from his parents' farm on Jasper Road where he has spent his youth. Today, the name Bentleigh, given to East Brighton in 1907, recalls the man and his works.

The newly formed Shire attempted to spread its limited funds over a vast area consisting of three ridings, the west including present day Sandringham and Beaumaris, the east Cheltenham and Mordialloc and the north corresponding with old East Brighton. The west riding's Beach Main Road consitituted the Council's single most expensive public work. Brent's successes had been due in part to his advocacy for a coast road between Port Melbourne and Mordialloc and this work formed an important element of Council's debenture loan of £7,500 adopted in 1878. ¹⁰ The schedule of works for the north riding involved excavating, forming, metalling and draining on the following roads:

East Boundary Road,
Mackie Road,
Tucker Road,
McKinnon Road,
Jasper Road,
Old Moorabbin Road (Warrigal Road),
North Road,
Wheatley Road,
Patterson Road,
Brewer Road,
Bignell's Road,
Brady Road and
South Road east.

The sum of £50 was allocated to constructing a bridge on Brewer Road. A scarcity of funds for capital works continued, not surprisingly into the 1880's, with Bent leading a deputation to G.D. Langridge, minister for public works in the Berry government in March, 1881. Bent explained how in the absence of toll revenue, Council's coffers were in a depleted state. Furthermore, he argued, "picnics on a large scale were of daily occurrence during the entire summer" making their way south through the Shire to Moorabbin and Mordialloc. On one occasion a picnic was composed of nearly 400 cabs. ¹¹ They placed an intolerable burden on the Shire's roads.

Transport in its various forms remained the key to the further development of the Shire and the Council was to participate in two ventures during this period which were to prove crucial to the municipality's future growth. The first was the construction of plateways for the district's market gardeners and the second was the extension of the Government railway system through the Shire. A third initiative, sponsored by promoters, was the construction of a horse tramway from Sandringham to Black Rock and Cheltenham but this venture struggled through the 1890's depression and was situated well to the south-west of the north riding.

The plateways enabled the market gardeners to transport their laden carts into the Melbourne markets and were specifically designed to guide the wheels of their wagons and carts. Whilst they rode along the darkened roads in the early hours of each morning, night soil carts would cross them on their journeys south to the sand belt where their contracts would be offloaded at designated depots within the Shire. The plates were procured from different sources, consisting initially of flat metal strips with lips to guide the wheels of carts. Later, the firm of Lohmann and Co. marketed a patented u-shaped design "as supplied to the Moorabbin Shire Council. 13. The plateways became an indispensable link between the farms and their Melbourne markets and were built by the Shire Councils through which they passed. The trunk route ran from Chapel Street, Prahran, down the Point Nepean Road as far as Centre Dandenong Road and is understood to have been built between 1885 and 1900. Four branchlines were built to the east of this route along Centre Road, South Road, Wickham/Keys Road and Centre Dandenong Road. The Centre Road branch was the subject of correspondence concerning its extension in 1894 and it is known that this line ultimately terminated at Mackie Road. The shorter Centre Road branch terminated at Chapel Road, just past the Tucker Road intersection.

By the 1920's, the plateways, though still in use, were hazardous to motor vehicles, not the least because they were available for travel in both directions inevitably meaning that the carts would be travelling on the wrong side of the road. As a consequence, the ground which they occupied tendered to be less used by vehicles, thereby reducing the capacity of the roads which they traversed. They were accordingly progressively removed, the last of the Point Nepean Road tracks being lifted in December, 1925. ¹⁴ The branches followed in the late twenties and early thirties and today, the only remaining section is from the Centre Dandenong Road plateway and this has been recently re-positioned.

The Mordialloc railway, subsequently extended to Frankston, was of more lasting benefit to the Shire and although Thomas Bent had little influence on its construction as a councillor, his role as commissioner of railways from 1881-83 in the O'Loghlen government gave him all the influence he needed. The Argus states that the deviation of the route south of the "Plough and Harrow" involved too many level crossings and passed

unnecessarily through valuable land. It defended Bent, however, by saying he was not responsible for "this apparent blunder" as the line was nearly finished before he took office. 15. Cribbin, however, argues that the alteration of the route from that of the engineer, J.P. Madden, was precisely the consequence of Bent's intervention and that the high standard of station accommodation was also his work. This latter point is borne out by the evidence, the Frankston line being distinguished by its highly decorative timber station buildings when other contemporary metropolitan lines such as the Hawthorn to Ringwood route suffered portables and less salubrious timber offices. Identical buildings were erected at Glenhuntly, Ormond, Moorabbin, Cheltenham, Mordialloc and Frankston in 1882. Highett followed early in 1883, original buildings surviving only at Highett, Cheltenham and Mordialloc.

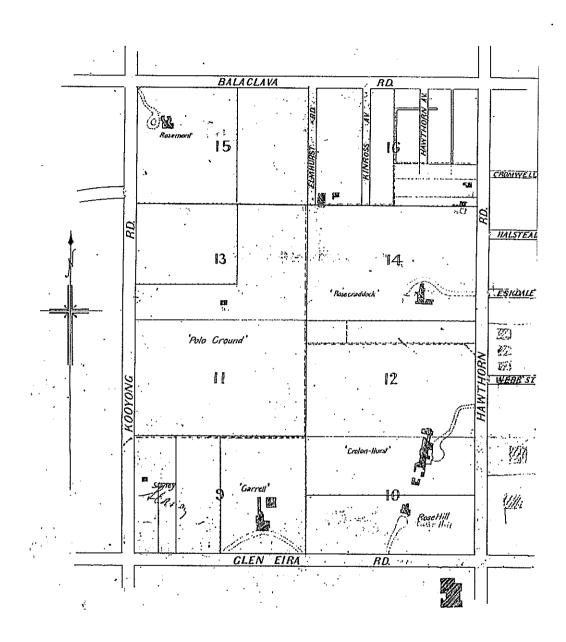
The opening of the railway acted as a trigger for sporadic speculative subdivisions along its length in a manner occurring elsewhere at similar distances from the City. The Camberwell to Ringwood line, opened in December, 1882, had a comparable impact. As the Land Boom gained momentum, property was subdivided and auctioned on at least 14 sites in Moorabbin's north riding. Although the majority could be justified through their proximity - at times tenuous - with the railway, three were strung out along Centre Road, described by one auctioneer as "the great artery of traffic for the district". ^{17.} One large tract, released in 1889 ^{18.} and extending from Mackie Road to Warrigal Road was remote by any definition and it remains, today, occupied in part by the Mackie Road reserve and the rooms of the Coatesville Bowling Club. To their east, rows of cream brick veneer villas offer ample testimony to the ill-founded optimism of the land boomers over a century ago.

Further to the west, however, subdivisions clustered around the railway stations which in turn, were served by the principal east-west roads and located invariably in existing small town centres. At South Brighton (Moorabbin) the "South Brighton Township Estate" was centred on Wolsley and Gordon Streets with a frontage to the "main tram road to Mordialloc and Point Nepean". The agents, "Brock Bros.", pointed out that "many of the influential millionaires of this great though youthful City owe their success in life to the systematic purchase of small allotments in suburbs before the rise in property had set in". The year was 1888 and the bank crash just 3-4 years away. The street layout envisaged at the time, including Brodribb Street: more of a lane than a street, has survived but there are no buildings today erected as a direct consequence of this land sale. The "South Brighton Railway Estate" was released to the immediate south in the same year with no better results.

Three large estates extending from McKinnon to Bentleigh stations fared slightly better. "Railway Park" included Hawthorn Grove which followed the irregular path of the Elster Creek. There are three surviving Victorian villas in this street alone and another three in Glen Orme Avenue. Houses at 140 McKinnon Road and 9 Vickerey Street are tangible evidence of the land sales of 1889 and 1885 respectively.

The Sands and McDougall directory for 1890 lists 311 entires under Brighton East, including "Greggs" hotel, the Melbourne Gun Club at the corner of Brewer Road and the Point Nepean Road, state school no. 2083 (Centre Road), the "Boundary" hotel, at the corner of Centre Road and East Boundary Road, the police station at the corner of Jasper and Centre Roads and the "Gardeners Arms" at the corner of McKinnon and Jasper Roads. Railway gatekeepers controlled the crossings at Brewer Road, - now crossed by a road bridge, and Pattersons Road, - now by an underpass.

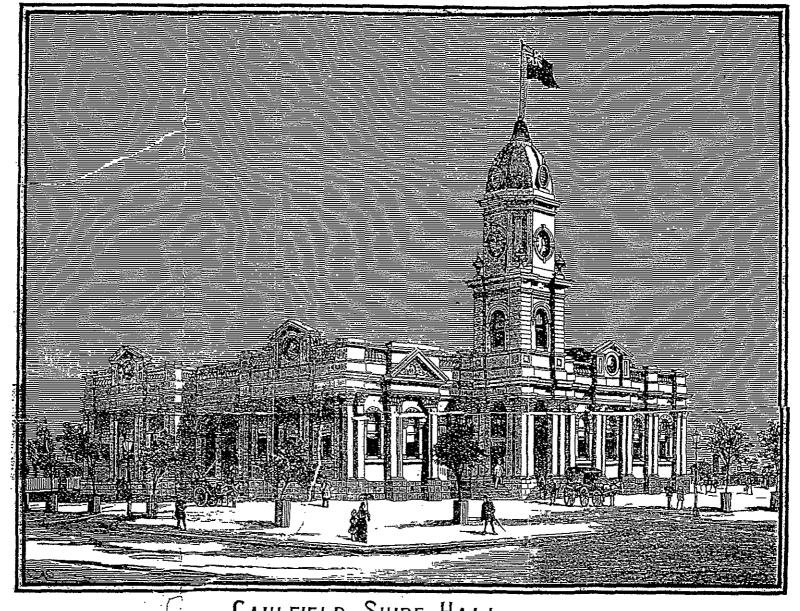
Though the late nineteenth century land boom touched both Caulfiled and the northern portion of the Moorabbin Shire, it left its mark more permanently in the former Shire. In East Brighton the market gardeners' presence was more transitory than that of the house builders in Caulfield and it is as a consequence more difficult, here, to interpret the past. Nevertheless, isolated early houses remain in the sea of post war villas to the north of South Road, offering a tantalising glimpse of an era almost completely vanished.



2.9 Caulfield's vanishing mid Victorian architectural heritage: of the villas shown, only "Rosecraddock" (1857) and "Rosemont" (1869) remain.

Source: City of C

City of Glen Eira Archives

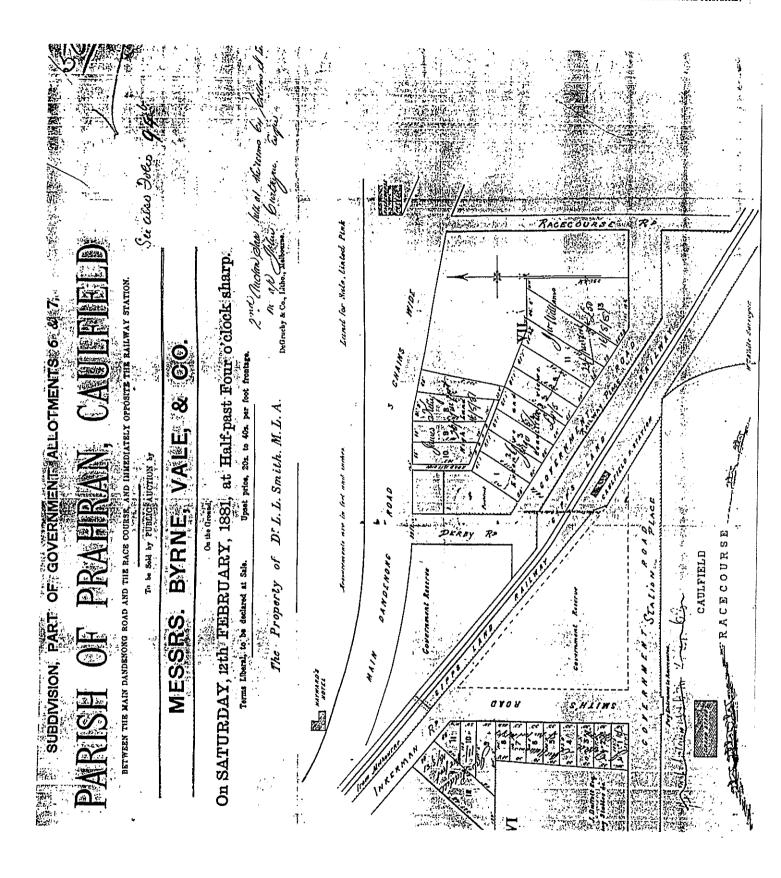


CAULFIELD SHIRE HALL.

Sydney Smith's vision for the Shire hall was never fully implemented. 2.10

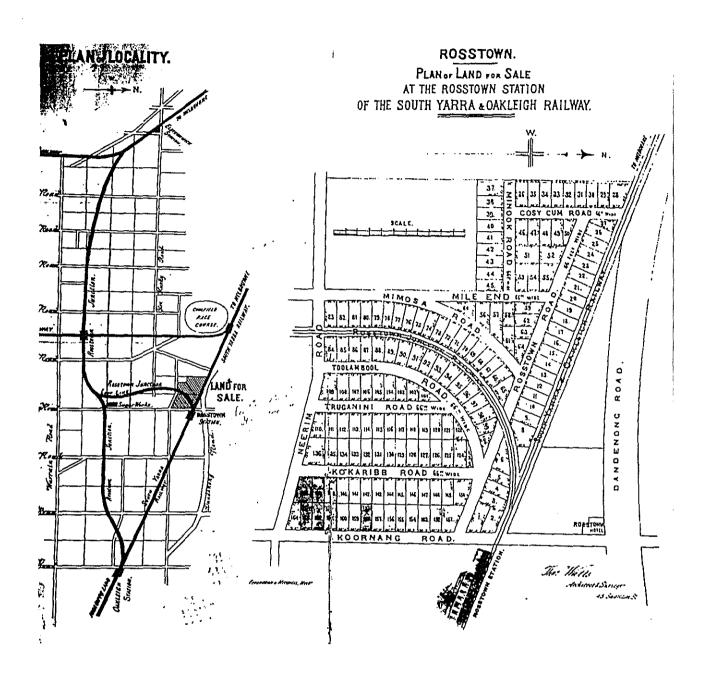
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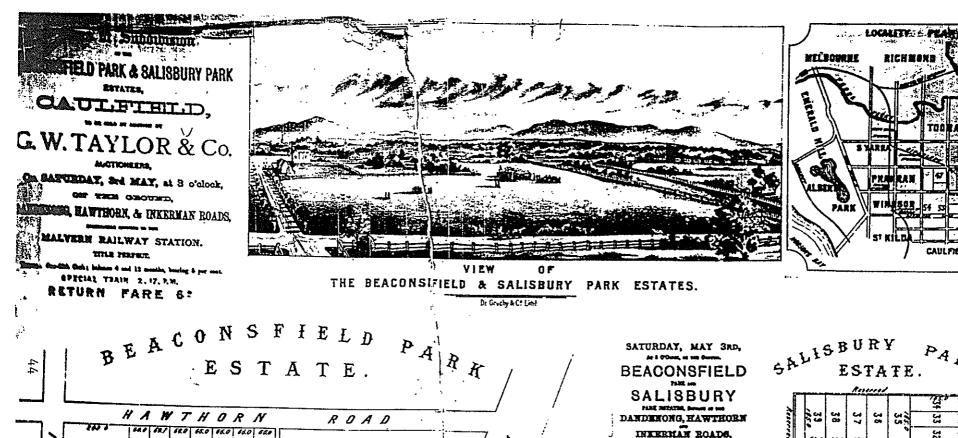
Dr Louis Smith's subdivision of his land holdings around Caulfield station may have been prompted by the opening of the railway in 1879.

Source: SLV: Vale Collection



2.12 Plan of land subdivision (nd) in the vicinity of Rosstown (Carnegie) railway station and showing the alignment of the abortive Rosstown Junction loop line.

Source: SLV: Vale Collection



2.13 The "Beaconsfield Park" and "Salisbury Park" estates were served by Malvern railway station, De Gruchy and Co.'s lithograph depicting a spacious landscape relieved by isolated villas.

The Surveyor to

CAULFIELD.

LALYERH RAILWAY STATION,

MAMMOTH -AUCTION

88

Very Choice Villa Sites

Scale

150 test to an inch

DREW WAR

Source: SLV: Vale Collection

180 (180 43

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THE PEOPLE'S HOME SYNDIOATE are again to the front with their Usual LIBERAL TERMS and LOW UPSET PRICE, and the undersigned guarantee that, WET or FINE every Lot offered will be SOLD if the UPSET PRICE of 9a, per foot be offered for them, Inspect before the day of sale this VALUABLE LAND, now offered at the extremely LOW UPSET of 9a. Adjoining owners are asking from £5 to £0 per foot for Main Frontages. Secure as Alsesant AT ONCE, as no other Esiste near it can be sold at the price. Why pay Large Prices for the internal service? when you can get land superior to it at this low figure, in such a LOVELY and HEALTHY SUBURB, and can live literally under your OWN VINES AND FIG TREES, DEPOSIT, £5. Balance by Quarterly Instalments. TITLE CROWN CERTIFICATE Luncheon provided in Marquee. Railway Passes supplied.

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SLV,

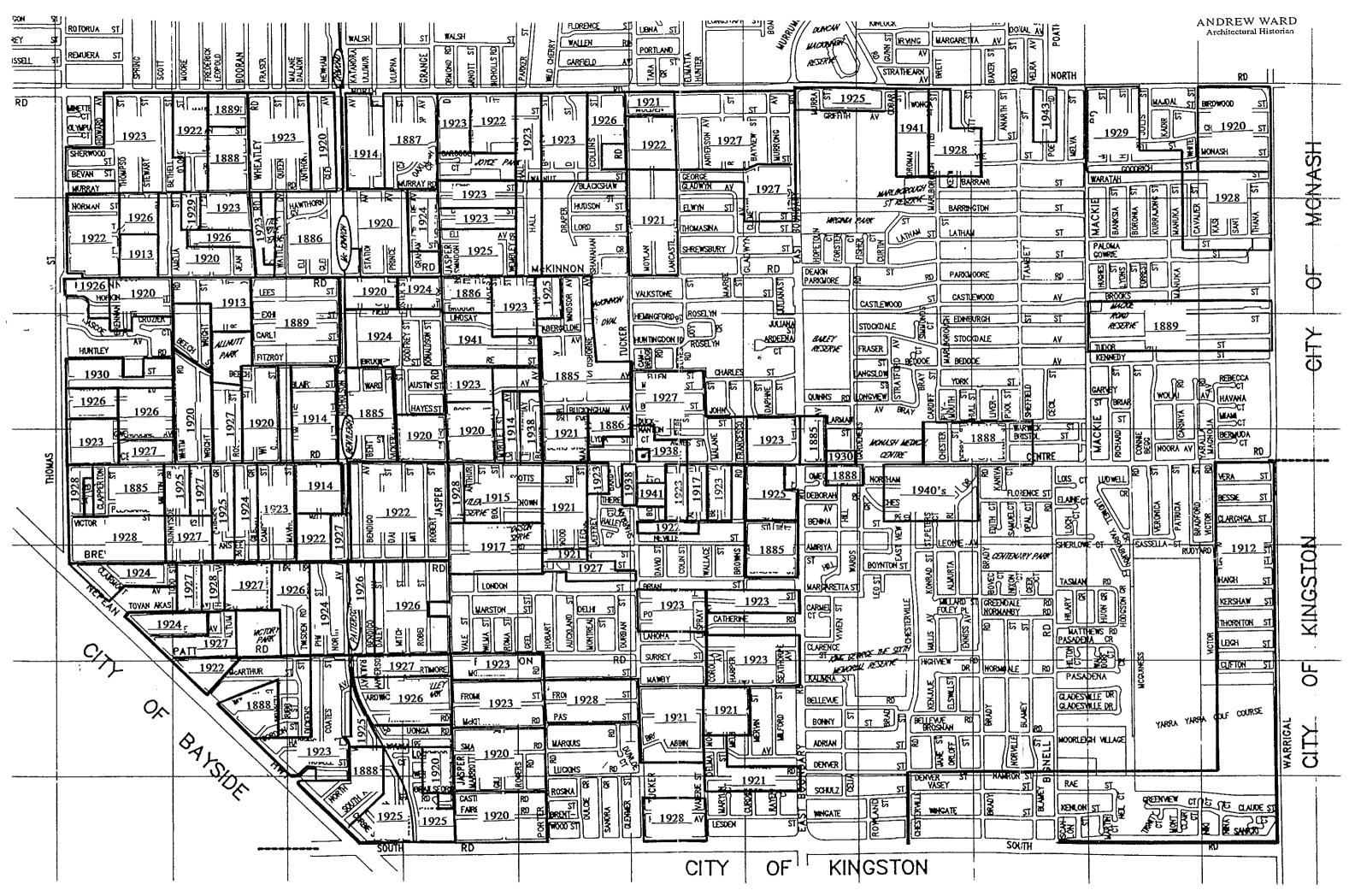
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Collection, book 7.

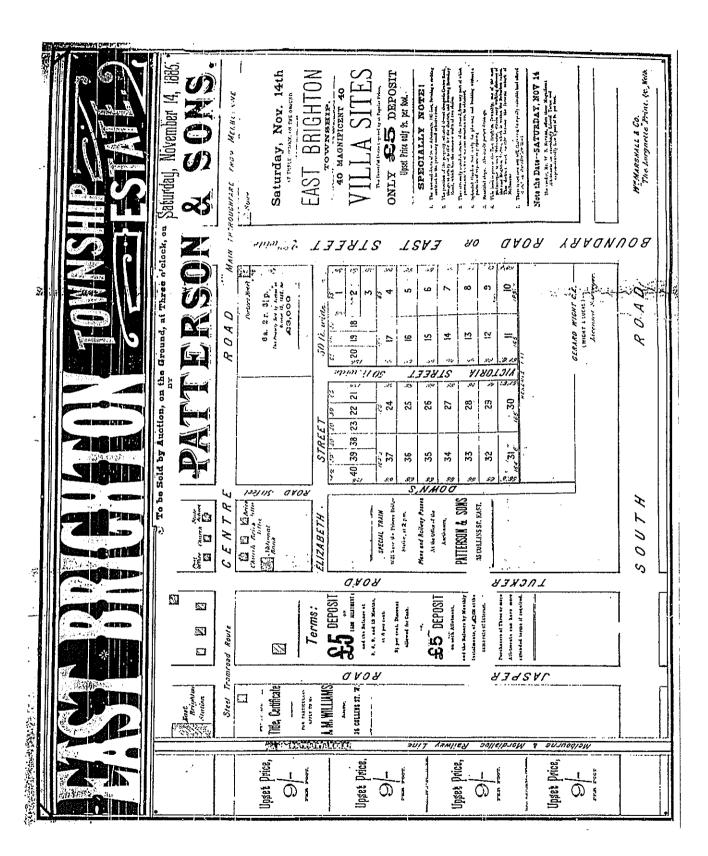
"East Brighton Park"

estate:

1880's.



2.16 Former North Riding of the City of Moorabbin showing subdivisional pattern Source: Subdivisional Record Plans of City of Glen Eira.



2.15 "East Brighton Township" estate: 1885, showing settlement along Centre

Road at that time and the "steel tramroad route".

Source: SLV Vale Collection: Book 7

NOTES

2.4 Proclamation of Shires and the Land Boom (1870's - 1890's)

- 1. Refer to Murray and Wells, op. cit., for an account of Caulfield's "mansion era", pp. 152-168 and Solomon, Dr. G., <u>Caulfield's Heritage</u>, vol. 1., Caulfield's Building Heritage, City of Caulfield, 1989, pp. 19-68.
- 2. City of Caulfield archives: newspaper cuttings (no further details).
- 3. Murray and Wells, op. cit., pp. 124-125.
- 4. The City of Caulfield archives include original elevational drawings of a building very similar in form to Smith's design and possibly being an alternative scheme.
- 5. See Beardsell, D., <u>The Outer Circle</u>, ARHS (Victorian Division), 1979, pp.6-19 for an account of the various proposals to link the Gippsland railway with Spencer Street station.
- 6. Examples are Robert Byrne's auction of lots 194A, 194B, 195A, 195B, 201A, 201B, 21, 23, 25 and 26 in November, 1864 and the subdivision of Paddy's swamp at its east and west ends in 1879.
- 7. The "Garden Vale Estate" opened up Downshire and Shoobra Roads, Archibald, Hamilton and Rowan Streets and Oak and Elm Streets off the Brighton Road.
- 8. City of Caulfield Archives: copy of letter from Shire Secretary to the Minister of Public Works, dated 23.2.1898.
- 9. Report no. 4 of the Works Committee to the Council Meeting of 11.12.1895.
- See Bate, W., A History of Brighton, MUP, 1983, pp. 261-5 for an account of Bent's electoral success. Also see the Shire of Moorabbin's notice of a meeting for the purpose of adopting the proposal to borrow £7,500, dated 9.1.1878.
- 11. The Brighton Southern Cross, 19.3.1881.
- 12. Council Meeting: 6.12.1880.
- 13. See advertisement, Kingston City archives in Cribbin, J., op. cit., p.47.
- 14. News clipping dated 19.12.1925 in Cribbin, J., op. cit., p.49.
- 15. The Brighton Southern Cross, 24.12.1887.

- 16. Cribbin, J., op. cit., p.77.
- 17. SLV: Vale Collection Book 7, p.27: "East Brighton Township Estate".
- 18. See former City of Moorabbin Books of Subdivisions, North Ward, LP2327 (January 1889) and LP288803 (December 1889).
- 19. SLV: Vale Collection Book 7.

2.5 The post Federation years (1900's - 1910's)

When Cr C.D. Lloyd, Mayor of Caulfield, addressed the guests at a "smoke concert" in August, 1901, he was pleased to say that "times are improving quietly but steadily, and having safely rounded the corner, the Council are improving the maintenance of the district as funds are available". He was referring to his Council's recovery from the 1890's depression, which, in common with other municipalities, was not complete. In 1901, the rates paid on property were less than in 1891 by £2,500. Nevertheless, Caulfield had been gazetted a borough on 4.5.1901 and was declared a town on 23.9.1901. It had a population of 9,541 in that year and 15,919 in 1911 with 3,393 occupied dwellings. 3.

The town's growth during this decade was generally felt within the metropolis, <u>The Argus</u> reporting on 1.2.1909 that the level of construction activity was "indicative of general prosperity", even though "we are not in the midst of a building boom". Its assertions were supported by figures for the numbers of houses built in 1908, Caulfield's 222 houses for that year comparing with Malvern, 125, St Kilda, 134, and Brighton, 85. At the metropolitan level, the leading municipalities were Brunswick (308), Northcote (246), and Caulfield.

Like a patchwork quilt, closer subdivisions during these decades spread across the entire municipality and those streets which had been formed prior to the 1890's depression filled up with red brick and timber villas, drawing on the English domestic revival movement as a resource but rendered sufficiently Australian to be termed "Federation" architecture. Their distinguishing characteristics included the use of red bricks, usually tuckpointed, tall chimney stacks, turned timber posted verandahs, dormer windows and steeply pitched hipped and gabled roofs. Today, the residential land to the north of Caulfield Park and east of Hawthorn Road contains the greatest concentration of middle class suburban villas of this type in Caulfield. In Elsternwick, a concentration of large Edwardian villas in Elizabeth Street and St Georges Road recalls the increased land values generated at the west end of the municipality, where these grandiose residences have "Rippon Lea' as there close neighbour. Elsewhere in the city, the houses of the first two decades of this century are swamped by post World War One houses and their general impact is less obvious. Many subdivisions did not lead to building, in spite of incentives offered by the Railways in the form of "free building tickets". The Railways Commissioners, with a view to developing traffic in "sparsely populated localities" offered inducements for the erection of new houses within prescribed areas prior to 30.6.1906. They took the form of free first and second class tickets, and the benefits were extended beyond that date. 4. Nevertheless, William Lyall's "Frogmore" Estate, extending from Koornang Road to Murrumbeena Road and from the Rosstown railway reservation north to McLaurin Road, was auctioned in 1911-12 and precipitated very little building development. Today only six houses in this area remain from the Edwardian years.

Many of the larger mansion estates were re-subdivided. "Burreel" survived although its fountain was removed when its grounds were sold in 1911. "Falkenstein", just to the east of "Glenfern", was demolished after the estate of that name was sold off in 1912. The auctioneer's poster for the "Glenholme" estate demonstrates dramatically how Caulfield, the domain of the privileged, was gradually becoming a middle class suburb. It shows Joseph Hart's family home amongst "quarter acre" blocks with a view of this aristocratic mansion

through the trees and a horse grazing in the foreground. Sadly, both "Glenholme" and its grounds were razed, the site being now occupied by post World War One detached houses within a stone's throw of the Glenhuntly tram depot.

The key to the closer development of Caulfield was an effective tramway service. Its importance had been recognised by the Shire of Malvern during the 1890's when it attempted to have a tramway service opened along High Street linking the Shire with Chapel Street, Prahran. In spite of some hard bargaining by the premier, Thomas Bent, the "Prahran and Malvern Tramways Trust Constitution Bill was passed by both houses in December, 1907. Work commenced with the construction of a network to the north of Caulfield soon afterwards and the first trams ran down Glenferrie Road in May, 1910. These events, of course, did not go unnoticed by Malvern's neighbours to the south. Because of their common interests, Caulfield and St Kilda councils were admitted as constituent members of the Trust in September, 1910, the opening of the Dandenong Road tramway following on 16.12.1911. The centre span poles, which survive, had ornamental brackets and were designed and built by Noyes Brothers. The "rest houses", one of which survives at the Hawthorn Road intersection, were designed in a picturesque style by architect Leonard J. Flannagan, who undertook most of the Trust's work.

Shortly afterwards, the Caulfield and St Kilda Councils approached the Trust for the provision of a comprehensive network of tramways serving the suburbs of Caulfield, East Malvern, Balaclava, St Kilda, Elsternwick and Glenhuntly. The Trust, after much planning with the aforementioned Councils, approved of the routes and called for tenders in order to carry out the work. In so doing, it launched the greatest program of electric tramway construction in the history of the Melbourne suburban area.

The new routes commenced in double track at the intersection of Hawthorn and Dandenong Roads traversing the former thoroughfare to Balaclava Road where a double track branched easterly along this road and via Normanby Road, Railway Avenue, Derby and Waverley Roads to Finch Street, at which point it converged into a single line to continue along Waverley Road to a terminus at Darling Road, East Malvern, with a passing loop at Tennyson Street in Waverley Road, and a crossover at Hawthorn Road in Balaclava Road. A second route was also constructed in double track swinging west from Hawthorn Road into Balaclava Road and running via the continuation of this road and Carlisle Street to a terminus at Acland Street St Kilda, crossing the St Kilda-Brighton tramway enroute at Barkly Street. At the same time work was well in hand on a single track route from the south side of Balaclava Road in Hawthorn Road running along the latter roadway to Glenhuntly Road, where it veered westerly into this road and crossed the Brighton Railway at Elsternwick to come to a terminus at Brighton Road, St Kilda. Passing loops were provided on this line at Glen Eira Road in Hawthorn Road and at Poplar Street and Orrong Road in Glenhuntly Road. The fourth and final route to be built under the new agreement with the Trust was also sin single line and traversed Glenhuntly Road from Hawthorn Road running east to a terminus at Grange Road, Glenhuntly, crossing the Frankston railway on the level at Glenhuntly station, a passing loop being provided at Laura Street.



2.17 Caulfield: The tramway City, showing a double line of electric tramway, ornamental kerbside span pole and electric street lighting in Glen Huntly Road at the Hawthorn Road intersection.

Source: City of Glen Eira Archives

In 1913, all of the abovementioned routes were officially opened for traffic with a string of special cars which toured the network of extensions loaded with tramway officials and representatives of both the Caulfield and St Kilda Councils, ribbon cutting and speech making taking place at each suburban boundary reached by the cars. The completed junction at the intersection of Hawthorn and Balaclava Roads as built by the Trust formed one of the largest tramway junctions of its type in Australia, having a double track star crossing in the centre of the intersection and double line curves around all four corners. Rebuilt in 1947 it remains in use today as a reminder of the Trust's presence in the City of Caulfield. ^{5.} To the west, the Rusden Street substation is yet another reminder of P. & M.T.T. days.

Spurred on by its unprecedented growth, and by the opening of its tramway system, which had virtually been established "over night", Caulfield attained the status of a City on 28.7.1913. Following the installation of electricity mains in 1905 and 1911 the Melbourne Electricity Supply Company was able to distribute power in Caulfield, the ballroom of the town hall being illuminated by electric light in time for the proclamation of the City celebrations.

The Council undertook further beautification works throughout the municipality. In March, 1907, a £2,000 loan was raised to enable purchase of the site of the Hopetoun Gardens. Rockeries were established at the intersection of the Brighton and Glenhuntly Roads and an "ornamental garden" at the approach to Murrumbeena station in 1916. In 1901, twenty seats were ordered to be placed throughout the Shire on the basis of the precedent already established in Brighton, Malvern and Boroondara. ⁶

In spite of the Great War, the second decade of the century had laid the foundations for the development of suburban Caulfield, which reached its zenith during the ensuing decade. The period, however, closed on a retrospective though minor note. On 11.1.1919, the local press contained a public notice from the City of Caulfield advising that the bridge over the "old Rosstown Railway Line is unsafe for traffic exceeding one and a half tons in weight". Murray Ross' plans had been gathering dust now for some thirty years, but the citizens of Caulfield were still crossing his tracks by the now decrepit Booran Road bridge, alongside the area now known as the E.E. Gunn Reserve.

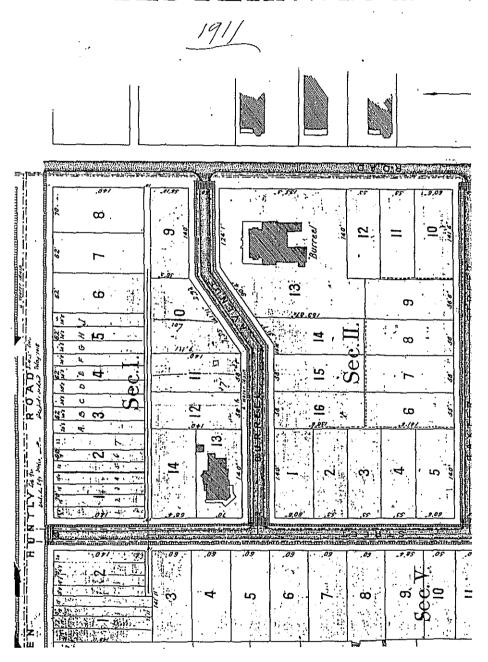
In the Moorabbin North riding its bucolic character, characterised by the well-tended market garden plots and toiling peasants, held sway throughout these years. The Moorabbin Shire was busy, indeed, but its focus was in the west riding where the beach attracted both permanent settlement and intense tourist traffic. Ultimately, Sandringham was to secede from the Shire as a new borough in 1917. To the south, Mentone and Mordialloc were also attractive seaside destinations, obtaining severance from Moorabbin as a borough in 1920. By this time, Melbourne's suburban sprawl had embraced Brighton, extending in a continuous band down the coast through Sandringham to Black Rock. Thomas Bent had successfully pushed for the opening of the Victorian Railway tram service to Brighton Beach by 1906. The Shire had agonised over the matter of acquiring the Mentone gasworks and made its final payment in April, 1900. The spite of the activity on all sides, the north riding remained essentially the locale of the market gardeners. The most important events were the gardeners' picnics, the formation of the Market Gardeners and Fruit Growers' Association and the Moorabbin Horticultural, Poultry and Dog Society Spring Shows. It seems that the greater challenge was the matter of controlling wandering

stock. Cr. Burgess, on one occasion, said the nuisance was "very great, herds from Oakleigh grazed on the roads all day long". ⁸ The Market Gardeners' and Fruit Growers Association was formed to improve its members' lot, particularly by the expansion of their trading outlets. Cr Penny, speaking for the market gardeners in 1900 said, "it was absolutely necessary that something should be done to better their position, for starvation stared them in the face". The prices for vegetables fluctuated dramatically and it was hoped that the Association could help ensure that its members' produce formed its way to the better markets, even if they were interstate.

In January, 1900, at a special meeting of the Council, the Shire valuer noted that the north riding's population had dwindled from 1,754 in 1898 to 1641 in 1900. The number of buildings had remained constant at 373. ^{10.} Only in the east riding had there been a marginal increase. Bent, in an election speech later in the year, bemoaned the high cost of rail fares, claiming amidst applause that it was only the "absolutely wealthy (who) can live in Mordialloc, Mentone and beautiful Beaumaris". These places, he said, should be brought within the reach of the "pent-up toilworn workers of the City". ^{11.}

After two quiet decades during which the north riding had seen no landsales or auction boards at all, the years leading up to the Great War saw a resumption of activity. Eight land releases between 1913 and 1917 were scattered at random between Thomas Street and East Boundary Road. Further east, the south-east corner of the riding attracted two sales involving land now partially occupied by the Yarra Yarra Golf course. They appear to have enjoyed only limited success, the Sands and McDougall Directory for 1920 recording only 5 families living in the streets formed by these subdivisions.

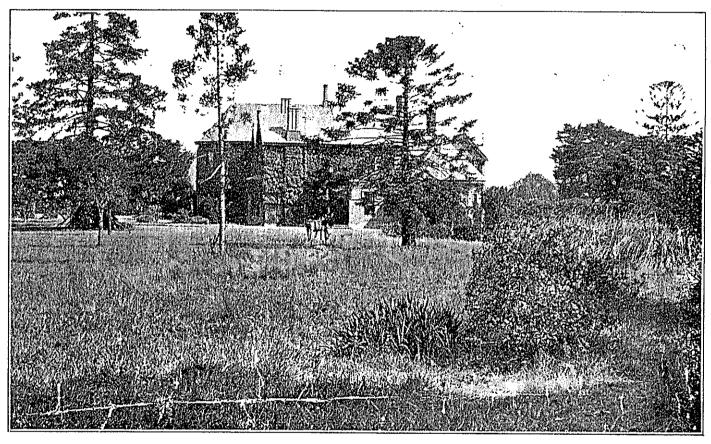
BURREEL ESTATE ELSTERNWICK.



2.18 The subdivision plan for John Allee's "Burreel" provided for this villa's retention. Following periods as a nursing home and apartments, it is now a private residence.

Source:

City of Glen Eira Archives



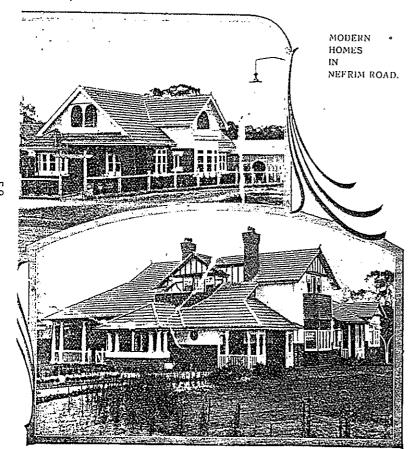
View of the Beautiful Grounds being Subdivided.

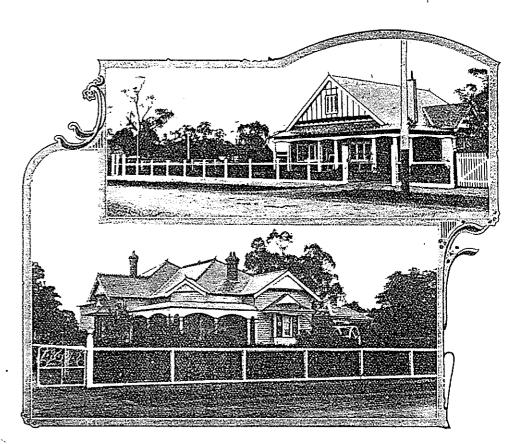
2.19 John Hart's "Glenholme", built in 1871, was subdivided in 1923 and subsequently demolished with the construction of Chloris Court.

Source: City of Glen Eira Archives

2.20 Standard Prahran and Malvern Tramway Trust "rest verandah", designed by H.S. Dix, engineer, 1916, and remaining with minor variations in Balaclava Road at Orrong Road intersection.

Source: City of Glen Eira Archives





MORE NEW RESIDENCES AT MURRUMBEENA.

2.21 These pictures of fashionable Caulfield houses accompanied the "Waverley" estate brochure. This estate, just to the north of Murrumbeena station, was released in 1916.

Source: City of Glen Eira Archives

NOTES

2.5 The post Federation years (1900's - 1910's)

- 1. City of Caulfield archives, newspaper cuttings, <u>Times</u>, 17.8.1901.
- 2. City of Caulfield archives, loc. cit.
- 3. ABS statistics
- 4. City of Caulfield archives, correspondence with Victorian Railways concerning "Building Tickets".
- 5. Refer ARHS Bulletins nos. 89-91, March-May 1945 for a detailed account of the Prahran and Malvern Tramways Trust.
- 6. Report of the Works Committee to the Council Meeting of 6.3.1901.
- 7. Brighton Leader: 7.4.1900.
- 8. Idem: 22.9.1900
- 9. Idem: 19.5.1900
- 10. Idem: 13.1.1900
- 11. Idem: 6.10.1900

2.6 Suburban Expansion and Consolidation (1920's - 1930's)

By 1920, Melbourne was in the grips of a housing crisis fuelled by the demand for residential accommodation following the Great War. The Commonwealth War Service Homes Commission laid down a building program providing for the erection of 2,000 brick houses and 750 wooden houses per annum throughout Victoria. ^{1.} Land purchases were undertaken on an impressive scale after the War Service Homes Act came into operation on 6.3.1919. In Carnegie, the Commission acquired 33 and a half acres and prepared plans for the creation of a garden suburb with almost 200,000 square feet of parkland. The proposal, however, was too ambitious, the open space area being eventually reduced to 27,262 square feet. By 1922 a total of 29 houses had been erected for ex-servicemen and their dependants.

Following changes scheduled for unimproved land in the Federal Land Value Assessments Legislation of 1910 and 1911, the attractiveness of residential land as an investment was increased. Suburban councils, beginning with Camberwell in 1922, commenced to rate land rather than buildings to encourage development.

In Victoria, the Housing Reclamation Act of 1920/21 allowed for the local development of cheap workers' housing. ² The State Savings Bank from the early 1920's used the provisions of Victoria's 1920 Housing Act to establish its Credit Foncier Department, making loans on houses and shops based on the security of the land title. By 1922, the Bank was calling tenders for the erection of 60 houses every three weeks. By 1927, its Building Department was offering over 50 house designs and it had actually completed 3800 houses. There were many in Glen Eira. From that year, however, the number of permits diminished to 1090 in 1931 at the low point of the depression. ³

Whereas the Californian Bungalow predominated during the 1920's, the 1930's was a period of recovery during which there was a diversification of architectural styles. Morrisey and O'Hanlon in the National Trust's "Interwar Housing Survey" show that the suburban expansion of the 1920's "simply did not occur in the 'thirties". ⁴ The houses that were built often displayed a simple Georgian or stereotyped Spanish Mission character. The most popular house style of the 'thirties, however, was the rather trivialised English Domestic Revival house, very much in evidence throughout Glen Eira and seen to dominate Kambea Grove subdivided as the "Kambea" estate in 1933. An unusually fine pair of English Domestic Revival Houses occupied a conspicuous site at the corner of Glen Eira and Booran Roads. Other styles included French Provincial, with its readily recognisable conical tower, Arts and Crafts houses and an increasing number of Modernist houses and flats, all of which may be seen in the municipality which derives much of its present environmental character from this diversity of styles characteristic of the 1930's.

The annual reports of the Melbourne and Metropolitan Board of Works show that Caulfield attracted more new residential development than any other municipality from 1920/21 to 1922/23, during which a total of 2,990 houses were erected. The nearest rival was Camberwell, with 2051. This municipality took over from Caulfield in 1923/24, dominating the metropolis with a total of 5,344 houses built up to 1929/30. Caulfield, however, was not far behind, with 4,111 new houses built during these years and exceeded only by Preston with 4,446. ⁵ In Carnegie, the <u>Caulfield News</u> in 1922 stated that at least 80% of residents either owned or were buying their own homes. Francis Garlick shows

that suburban development in 1920 had extended east almost to Hawthorn Road with extensions along Balaclava and Glenhuntly Roads. In the east, land in the vicinity of Carnegie and Murrumbeena stations and the present Truganini Road tram terminus was also closely settled with a smaller pocket of development to the east of Ormond station. Large tracts of land to the north of North Road, however, lay generally undeveloped and extended to the alignment of the Rosstown railway. Throughout the 1920's the balance of the land to the north of Glenhuntly Road was subdivided whilst the Rosstown railway, which effectively marked the southern alignment of the Glenhuntly Road tramway catchment, was crossed between Bambra and Grange Roads as far as North Road. At the extreme east end of the City, the subdivision of land south of Kangaroo Road was commenced during the 1920's, with commuters walking to Hughesdale station for their travel needs. By the end of the 'thirties most of the municipality had been developed although the finalisation of the subdivision process along North Road was to wait until the Post Second World War period.

The extension of the P. & M.T.T.'s tramway system was critical to Caulfield's success as a suburb throughout the period. The immediate post Edwardian years had witnessed the continued operation of the world's most technically advanced system of cable tramways by the Melbourne Tramway and Omnibus Company, established by Act of Parliament in 1883. The system had been extended using electric traction to the north, east and south-east by a number of independent municipally controlled tramway trusts, and from as early as 1910 a committee of inner and outer municipalities had resolved that the metropolitan system be "on the lines of one general system, municipally owned and managed". 6. By 1918 the details of a scheme of management were being discussed with the idea of a portion of the operating profits being distributed to offset municipal loan liabilities, that of Caulfield standing at £96,826. Further profits would be used to construct country roads and to subsidise railway losses. When the Melbourne and Metropolitan Tramways Board was established in 1919, it was hamstrung by these requirements which limited its ability to bring to fruition its "General Tramway Scheme" for tramway development to 1940. A scheme of this magnitude, the Board noted in its Annual Report of June, 1923, had not been attempted by any other city in the world. In Caulfield, it made provision for the construction of a tramway for the full length of Glen Eira and Kambrook Roads and along Orrong Road from Glenhuntly Road north to Toorak Road. The Glenhuntly Road tram was to be extended to Koornang Road via Truganini Road and the Brighton Road tram was to run to Cummins Lane, turning south along Bluff Road to the Victorian Railways Black Rock tramway. Finally, a tramway service was to run along Bay Street Brighton and North Road, running east to Warrigal Road. Sadly, these plans were never realised, the Carnegie route extension being the only works completed under the General Scheme's provisions. An exception, however, was the Hawthorn Road tramline, extended to the Nepean Highway but not shown in the General Scheme map. In August, 1923, the Glenhuntly car depot and traffic office was completed to the design of the Board's architect, A. Monsbourgh. Today, the presence of Melbourne's electric tramway system in Caulfield is an important character element in the urban environment of the City, recalling not only the role of the former M. & M.T.B. but its predecessor, the P. & M.T.T.

An emerging concern with the environment and town planning affairs became a characteristic of the 1920's. At the local level, the formation of resident's associations, such as the Carnegie and District Ratepayers Association and the Murrumbeena Progress Association was expressive of this pre-occupation. Although they often agitated for improvements to roads and other essential services, the Caulfield community was

increasingly concerned with the refinements of civilisation. In 1919, the Parks and Gardens Committee of Council reported that the flag pole and flag erected in the "Green Meadow's Gardens" by Council and residents "conjointly as a memorial to the fallen soldiers of the district" was unfurled on 10th May. Here, and elsewhere, the municipality's strengthening identity coincided with the cessation of hostilities to create opportunities for urban improvements. On 3.8.1919 the first trees of the proposed avenues of honour for the fallen soldiers of Caulfield and Brighton were ceremoniously and simultaneously planted in Point Nepean Road from McMillan Street to Glenhuntly Road. The avenues were subsequently extended to McMillan Street and North Road from the Point Nepean Road to Hawthorn Road. Today, however, the avenues have been removed in consequence of road widening programs and the only reminders of the project are a commemorative booklet and some pressed zinc name plates of fallen soldiers now held in Council archives.

The report of the Metropolitan Town Planning Commission of 1929 also provided evidence of the importance of town planning issues. In Caulfield, it was acknowledged that "under modern zoning regulations" a population of 147,000 could be supported. In fact, the City attained its maximum population of 79,913 in 1947, dropping to 67,718 by 1986. The Commission strongly advocated the expansion of the City's parklands which were subsequently augmented with the development of the Lord and Packer reserves.

Although average housing conditions in the newer suburbs were considered to be "entirely satisfactory from a health standpoint" the construction of "whole streets of houses of a superior type, (giving) very careful thought to the architecture and street amenities" ⁷ was encouraged.

One of Melbourne's earliest examples of this practice is at Torrington Avenue, Camberwell. It was completed by the builder Basil Hayler. This project, however, was preceded, by the work of builders Dickson and Yorston Pty Ltd who carried out the Lempriere Avenue Estate over a period from 1927 to the early 'thirties. Here, planted lawn strips, low front and dividing fences, underground power and ornamental pre-cast concrete street lamps provided an unusually well considered public environment complemented by villas in the Spanish Mission, Modernist and Californian Bungalow styles. It was further enhanced by the location of the "Green Meadows Gardens" at the south end of Lempriere Avenue. The Australian Home Beautiful magazine, which has its genesis in this period, spoke highly of the Lempriere estate as an example of the best of housing standards. Messrs Dickson and Yorston also undertook the similar Fosbery Avenue estate in 1929-30 where there were no "disfiguring fences" but rather small brick walls" only a foot or so above the ground and along the coping is set a trough which will be filled with soil and planted with 8. flowering plants and trailers". Their Sidwell Court estate, also in Caulfield, was completed in 1932 with houses in the "southern European style" and was valued especially for its innovative court approach sited on "the gardens of three old mansions".9.

But Caulfield was to play host to another innovation in the construction of small estates in the years immediately following the Great Depression. In 1933 Albert Jennings commenced to build his "Hillcrest" estate in Hillcrest Avenue, Caulfield South. It was unique to the extent that it drew on the established precedence of the Dickson and Yorston estates by achieving a level of harmony in house style and public environment but added to this formula the idea of pre-selling the houses. This approach both reduced the high capital costs required by Jennings to carry the project through and at the same time

provided for a degree of owner participation in the design process. His estates differed also from Dickson and Yortson's in that they were pitched at the lower end of the middle class housing market. Whereas the "Lempriere" estate houses were in the £3,500-£4,200 range, "Hillcrest" sold at \$1,095. By August, 1934, the estate had been fully built out and arrangements were in hand to construct the road.

By 1936, Albert Jennings had completed his second estate developed along similar lines. Known as "Beauville" and situated in Beauville Avenue, Murrumbeena, it represents another stage in the history of A.V. Jennings. The inclusion of shops in Murrumbeena Road and a common parkland developed at the rear of the properties were complemented by the construction of a gas display home at No. 10 Beauville Avenue. This estate, more so than "Hillcrest", was the pre-cursor of the planned community developments of subsequent decades in that it included retail and community facilities and was, importantly, directed at the less opulent end of the housing market. ^{10.} Later, the A.V. Jennings Construction Co. moved its activities to Melbourne's north-east before the wartime ban on home building redirected its activities and also marked the end of Caulfield's expansion during the inter war years.

Not surprisingly, Caulfield's suburban expansion spilt over into Moorabbin's north riding. It was during the inter war period that the market gardeners were driven out of the land to the west of the railway line north of Brewer Road. The evidence of this development is clear on MMBW lithograph No. 165 (1936) and it is confirmed by the surviving bungalows and villas of the period today. East of the railway line building development spread across Jasper Road, north of Brewer Road and petered out before Tucker Road. Elsewhere, linear development followed Centre Road further east, confirming its status as the district's principal thoroughfare.

Pegged out well in advance of the home builders, however, were the estates. They occupied almost the whole of the Special Survey area, cutting out abruptly at East Boundary Road. Beyond this point, North Road and Warrigal Road attracted only seven estates. Land owners' expectations were underpinned by the prospect of electric tramways being opened throughout the north riding. The Melbourne and Metropolitan Tramways Boards general scheme not only anticipated the tramway along North Road, heading north beyond Oakleigh, but a short spurline south along Warrigal Road. At Centre Road a line was to head east from the Point Nepean Road to East Boundary Road and at South Road Moorabbin railway station was to be linked with the station at Brighton Beach.

Coghill and Haughton auctioned 116 villa sites at the North Road/Warrigal Road intersection in February, 1920. They made big of the tramway proposal and its link not only with Oakleigh but the seaside. But this was unfortunately not to be, there being only ten houses erected on the estate by 1948. ^{12.} "Box's" estate was another. This estate followed the death of John Box, who had been running his market garden there from at least 1881. ^{13.} A member of his family (?), William Box, is now memorialised through the relocation of his timber house in Jasper Road to Joyce Park where it forms the nucleus of an historical display. "The Electric Tramway" estate of 1923 was situated on North Road to the west of Ormond station. To the prospect of an electric tramway, the auctioneers added the reality of electric light, gas and water being available to each allotment. These were the halcyon years for Bentleigh. In 1923 H.C. Costello and Co. advertised that building allotments in Ormond had doubled in value in three years and

Bentleigh "must do likewise". ^{14.} Further, they claimed, 150 new villas and 20 modern shops had been built in Bentleigh during the last year. An aerial photo provided with the "Moorabbin Heights" estate brochure of 24.11.1928 confirmed that the "Wonder Suburb of the South" (i.e. Bentleigh) was indeed, a fait accompli. It showed a continuous row of shops on both sides of Centre Road from Lorraine Street in the west running out of the picture past Daley Street in the east. The old timber station building is clearly visible with the roof of the Hoyts picture theatre (1926) to the west. A "barn" on the outside, the proprietors had spent their money on the inside which was resplendent with cast plaster ornamentation, sweeping staircases and curvaceous bulkheads in the Hollywood style. The Ormond theatre in North Road was subsequently refurbished in the Moderne idiom but both were demolished in the post war period. The same view of Bentleigh shows the nearby residential streets almost completely built up with rows of bungalows, privies at the rear and gardens too new to boast of trees or pathways. The garden suburb dream would take more than a decade to reach any semblance of maturity.

Between Ormond and Bentleigh, the McKinnon Progress League was given credit for much of the shop building in McKinnon Road. Whereas post-war redevelopment has resulted in the transformation of Bentleigh and Ormond, large sections of the McKinnon shopping centre remain intact today. Further south, neither Patterson railway station nor the shopping centre of today were in existence. The view in Cribbin looking under the railway bridge in Patterson Road during the 1920's 15. shows how the place looked at that time. The railway crosses Patterson Road on a timber trestle bridge. The dirt road is defined by post and rail fences and pitched drains at the bridge and there is a glimpse of open countryside in the distance.

The transformation from countryside to suburb, however, left vestiges of the past for some time. Cruikshank's nursery survived for a time off Wheatley Road on land now occupied by the "Wattle Grove" reserve. In the far north-west of the Moorabbin riding, Hutchinsons' vast nursery complex with extensive ferneries was in existence at the corner of North Road and Thomas Street until the post war (?) period.

The depression of the early 1930's put paid to the vision of electric tramway extensions and saw a cessation in homebuilding. Significant development was postponed until after the Second World War although Bentleigh had, by this time, firmly established its position as the busiest centre within the Moorabbin Shire. The Bentleigh Severance League even advocated the formation of a separate municipality in the north riding, anticipating a separation which was eventually to occur some 60 years later.

Nevertheless, the Shire Council moved ponderously forward during these difficult times. Its original offices, extended in 1907, were transformed in 1929 by the construction of the surviving Georgian Revival premises on the Point Nepean Road. They were, and continue to be, a most appropriate architectural symbol for the northern portion of the Shire, which sustained such rapid growth during the 1920's. The councillors' choice of architectural style had been echoed by many of their ratepayers whose Georgian (Colonial) Revival villas stood side by side with the Californian bungalows, English cottages and Spanish villas of their contemporaries.

On 10.10.1934, Moorabbin Shire, with a population of some 19,000 citizens, was proclaimed a City. Yet Moorabbin itself, was still in the country. Red suburban trains introduced following electrification in 1922, rattled past the old timber station building at Moorabbin and open fields stretched away to the east amongst the hedgerows. The suburbs were still some distance away, at Bentleigh in the north and Mentone in the south.

GLEN HUNTLY PARK ESTATE

GLEN HUNTLY



Photo of the Shopping Centre, Glen Huntly Road

A Wonderful Opportunity for the Small Investor

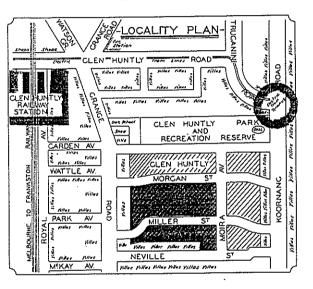
7

£5
Deposit
Per Lot

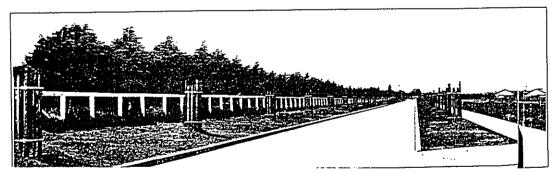
£1/10/Per Month Per Lot

Interest £6% per annum payable quarterly

Residue Seven Years





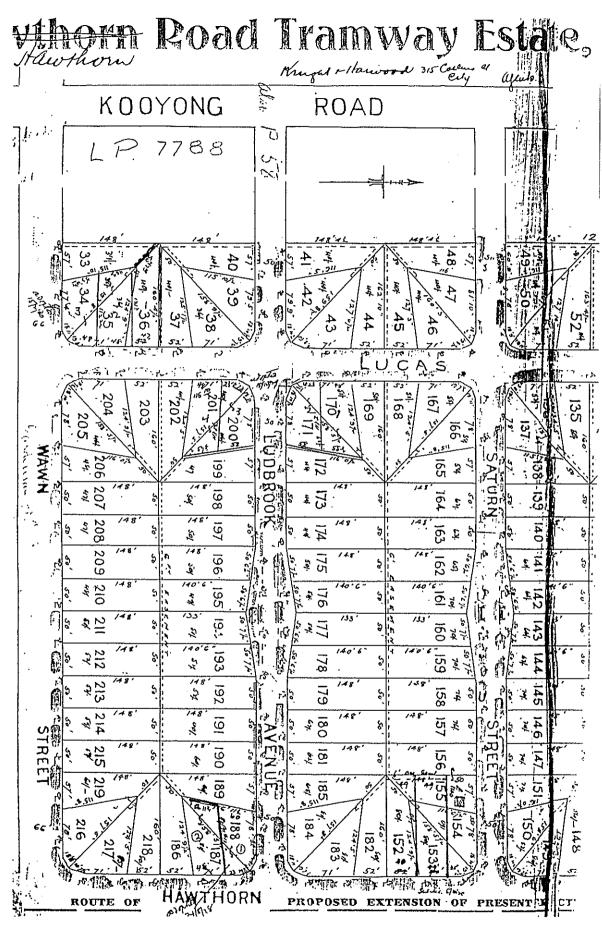


2.22 The character of Caulfield was enhanced by subdivisions making special provision for landscaped reserves. By 1930, the "Glen Huntly Park" estate proponents could claim a tramway service in Glen Huntly Road, introduced four years previously (compare fig. 3.4) and Lyons Street, spaciously landscaped alongside the present Lord Reserve.

The view of the Glen Huntly shopping centre above is looking west from Grange Road.

Source:

City of Glen Eira Archives



2.23 "The Hawthorn Road Tramway" estate of 1920 envisaged treed avenues and the widening of Ludbrook Avenue and Saturn Street to provide landscaped reservations.

Source:

City of Glen Eira Archives

ANDREW WARD
Architectural Historian

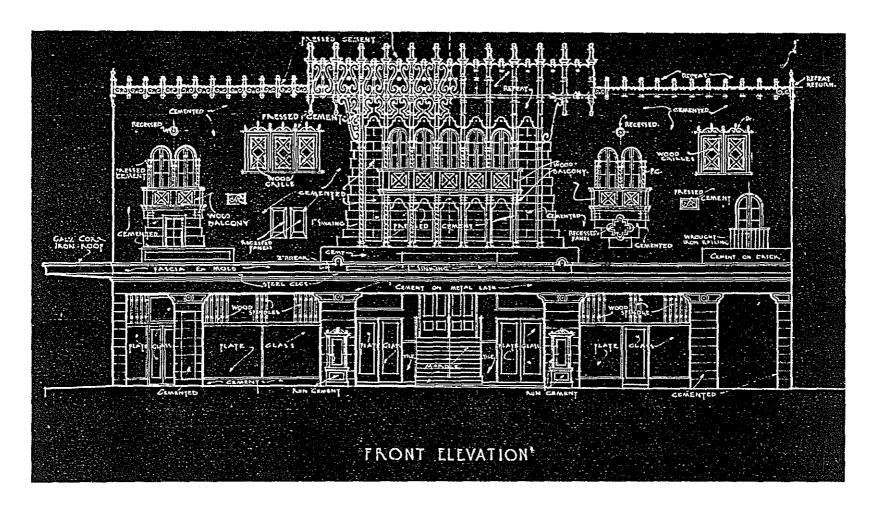
2.24 Following a brief though successful practice in Mildura, architect I.G. Anderson undertook some major projects in Caulfield during the 1920's. These drawings show the now demolished market buildings at the Caulfield shopping centre.



TURNER ST

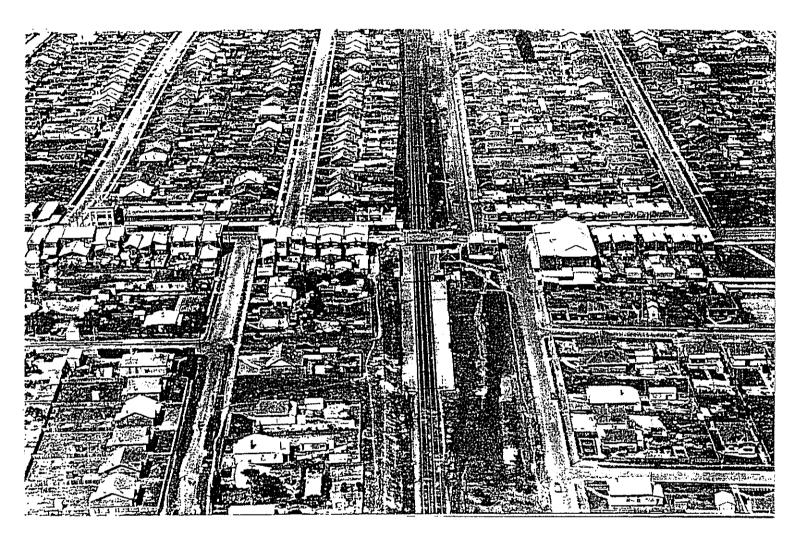
QUEENS

AVENUE

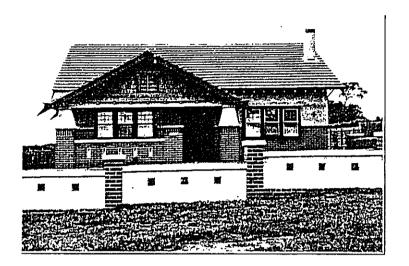


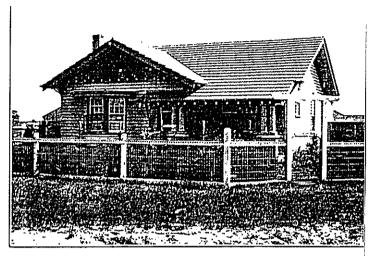
2.25 The front elevation of I.G. Anderson's Spanish Mission style "moving picture theatre" of 1925, at the corner of Glenhuntly Road and Manchester Grove.

Source: City of Glen Eira Archives

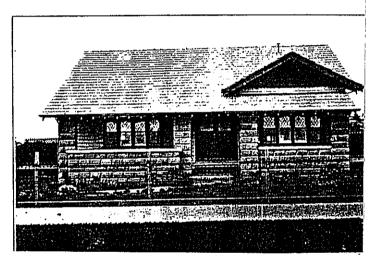


The Bentleigh shopping centre, looking south: 1928. Source: SLV 820 BJE 1880? 2.26





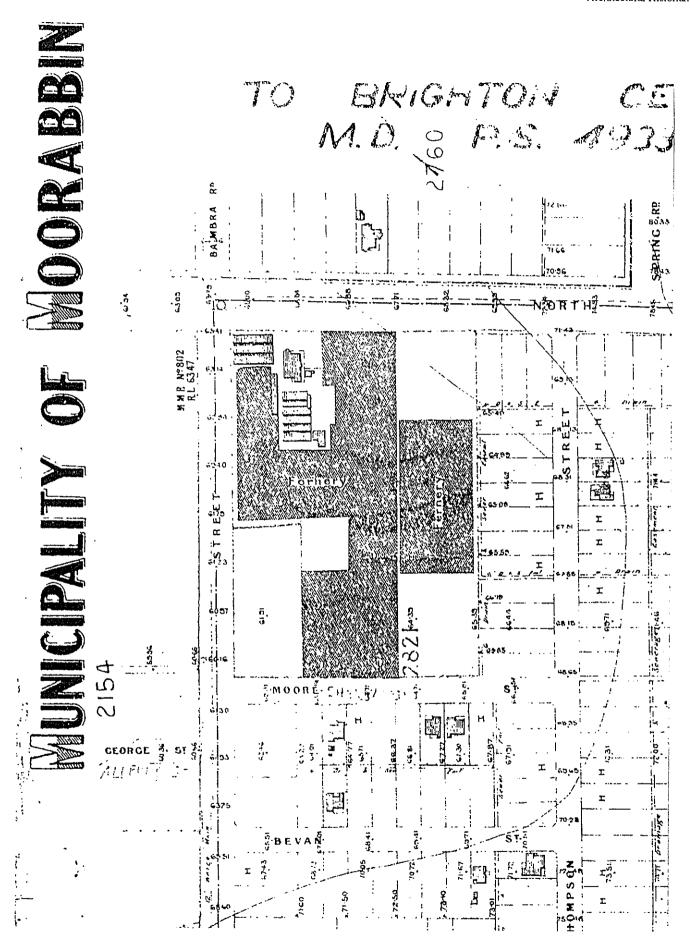




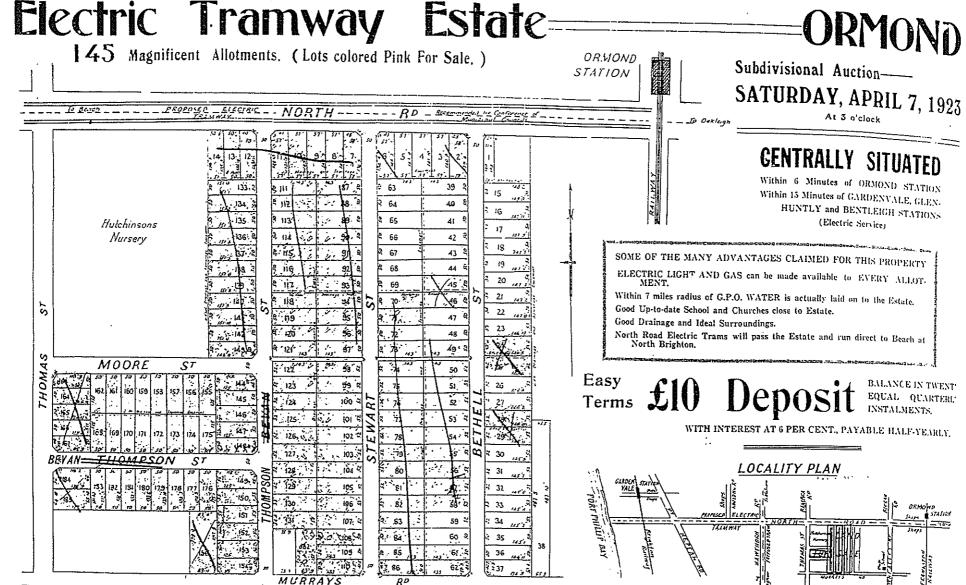
2.27 Examples of bungalows erected on the "Moorabbin Electric Station Estate" post 1925. Source: SLV 820 BJE 1880?



2.28 The McKinnon Road shops in 1927
Source: Auction Notice 5.11.1927 (Kingston City Library - Parkdale).



2.29 Hutchinson's nursery at the North Road, Thomas Street intersection. Source: MMBW litho plan no. 165 (1936)





2.31 Moorabbin market gardens, presumably east of Warrigal Road in 1953, giving an impression of what the north ward would have looked like prior to the Second World War.

Source: MMBW: Melbourne Metropolitan Planning Scheme 1954 Surveys and Analysis, MMBW, p.42.

NOTES

2.6 Suburban Expansion and Consolidation (1920's - 1930's)

- 1. Parliament of the Commonwealth of Australia: <u>Fifth Progress Report from the Joint Committee of Public Accounts upon the War Service Homes Commission (Victoria)</u>, 29.6.1922, p.1.
- 2. See Morrisey, S., and O'Hanlon, S., "Inter War Housing Survey" for the National Trust of Australia (Victoria), September, 1989, pp.3,4.
- 3. Cuffley, P., Australian Houses of the '20's and '30's, The Five Mile Press, 1989, p.18.
- 4. Morrisey, S., and O'Hanlon, S., op. cit., p.7.
- 5. See also Garlick, F.J., "Melbourne Suburban Expansion in the 1920's", Melbourne University Master of Arts degree thesis, History Department, (1983).
- 6. The Prahran Telegraph, 17.9.1910.
- 7. Metropolitan Town Planning Commission: <u>Plan of General Development Melbourne</u>, 1929, p.250.
- 8. The Australian Home Beautiful, 1.3.90, pp.22, 66.
- 9. The Australian Home Beautiful, 1.7.32, p.60.
- 10. Refer Moloney, D., "Interwar Housing Survey" for the National Trust of Australia (Victoria), October, 1990, draft report on the "Hillcrest/"Beauville" estate.
- 12. MMBW litho no. 202 (9.2.1948).
- 13. See Sands and McDougall Directory entry for that year.
- 14. SLV: Haughton Collection, Book 3, p.127: "Marriott" estate.
- 15. Cribbin, J., op. cit., p.128.

2.7 Epilogue (1940's onwards)

The post war period has witnessed an overall decline in the population of the former municipal area of Caulfield from 79,913 in 1947 to 67,776 in 1991. In Moorabbin, the corresponding figures are 28,820 and 94,161. By 1991, the total population of the area occupied by the new City of Glen Eira was 110,865 and of these, 73.7% had been born in Australia and other English speaking countries. Of the remainder, 23.1% had been born in other countries, representing a shift in the nature of the area's population since the end of the Second World War. 18.4% within the former municipality of Caulfield was Jewish. Although the figures for population growth apply to the whole of the former City of Moorabbin, the pattern of urban development shows that the old north riding was a major contributor and that its further development to the east was rapid in the two decades following the conclusion of the Second World War. Caulfield, on the other hand, had dominated Melbourne as a preferred residential location during the inter war years, leaving little room for growth after 1945. By 1951 2. the railway corridors impinging on Caulfield/Moorabbin were fully built up but the whole of the eastern end of the north riding remained in use as market gardens almost as far west as Tucker Road. To the north of North Road, a small pocket of poorly drained land in the vicinity of the Murrumbeena Road intersection remained underutilised. Government agencies seized on this last opportunity to provide much needed public facilities. The Duncan Mackinnon Reserve was opened in 1976 on the site of Crosbie's swamp following initial works by the Council commencing in 1962. 3. Murrumbeena High School, founded in 1958, moved to a large site facing the Duncan Mackinnon Reserve in 1959, attaining an enrolment of 1,027 by 1963. 4. The balance of this land is occupied, today, by the J.V. Coghlan oval and residential development.

East of Tucker Road, the premature land releases dating back to the late Victorian land boom were settled along with new subdivisions mostly east of East Boundary Road. Development was rapid as a consequence of the constraints placed on new home construction during the war years and the scarcity of labour and materials immediately afterwards. When the bans were finally lifted, Moorabbin became the mecca for new homeowners, issuing more building permits in 1949 than any other metropolitan Much of this activity took place in the north riding, bringing with it municipality. 5. demands for improved roads, education, shops, transport and other services. The suburb of East Bentleigh was born during this period, reaching maturity in the 1960's after which the post war land boom moved on to newer pastures. It was during these years that streets of cream brick veneer villas were erected for young families. Although commonplace, whole streets may be seen to the immediate south of the Yarra Yarra Golf Club and in the vicinity of Norville Street and Noora Avenue. Occasionally, one house is more ostentatious than the others, displaying curved windows across its triple fronted facade and having manganese bricks to relieve the cream.

The Housing Act of 1943 had expanded the Victorian Housing Commission's powers and included the ability to build houses for eligible persons, the capital cost not to exceed £1,500 for each brick home. By 1962, the Commission was building houses throughout Melbourne's newer suburbs, including Sandringham/Moorabbin and a very small subdivision in East Bentleigh centred on Joy Street, Valkstone. Here, standard red and

cream brick designs were distinguished by their shallow pitched corrugated asbestos cement lined roofs and steel framed windows. Elsewhere, the houses were commonly interspersed amongst privately built homes and can be distinguished by their common features including pre-cast concrete construction with pressed metal gable ends having the cast pattern of shingles. The Housing Commission, however, played only a minor role in the development of East Bentleigh.

Rapid growth had created an urgent demand for public services. Existing primary schools were overcrowded, the Moorabbin High School being opened, as had been noted, in 1958. There were others. The Valkstone primary school was opened on 7.2.1957 following the subdivision of land jointly owned by D. Vandervalk, the husband of Miss Stone, hence the name: Valkstone. They also had owned the site for the McKinnon High School, sold and eventually opened on 2.2.1954 as one of the first standard light timber construction (LTC) complexes in Victoria. These buildings, developed by Samuel Merrifield, commissioner of public works, and Percy Everett, chief architect, had been developed to meet an unprecedented expansion in the numbers of secondary school enrolments throughout the State.

West of Jasper Road, the new estates were unsewered. Councillor Stevens, representative for Moorabbin's north ward, stated that all of the eastern end of his ward was served by unmade streets. ⁶ The Council moved following the Local Government Act of 1958 to require developers to install made streets, footpaths and drainage prior to the construction of houses, thereby adding considerably to housing costs though resolving the problems of inadequate services.

Whilst the young pioneers of East Bentleigh battled to survive, the citizens of Caulfield were more concerned with the expansion of the City's parklands and with the challenge of changes brought about in post war Melbourne. Fewer people were travelling by public transport, resulting in a steady decline in patronage from the high levels characteristic of the war years. As people turned to the motor car, Caulfield became more and more a suburb for commuters to drive through, placing unprecedented demands on the Point Nepean Highway and Dandenong Road. Inevitably a program of widening arterial roads was commenced with the Point Nepean Highway between Glen Huntly Road and New Street being widened in 1977. Dandenong Road followed with a catastrophic impact upon the integrity of old North Caulfield. The tramway loop serving the Caulfield Racecourse was removed followed by road improvements along Dandenong Road between Tooronga and Hawthorn Roads. Malvern Grove, Normanby Avenue and Mayfield Grove were all truncated at their northern ends and the early villas facing the old Dandenong Road demolished to make way for a widened carriage way. It was about this time, too, that the Derby Road shopping centre sustained irreversible change. The "Crystal Palace" theatre closed with many others following the introduction of television in 1956. It was sold in 1960 and demolished in 1984 to make way for the widening of Dandenong Road. 7. At the east end, widespread use of motor cars also led to the establishment of regional shopping centres. Foreshadowed by the MMBW in its 1954 planning scheme analysis, the Chadstone centre was established on Caulfield's northern boundary in the early 1960's. It was followed by Southland on the Nepean Highway at Cheltenham in 1968. centres have affected the viability of the strip centres such as Glen Huntly Road and Centre Road which have struggled to provide comparable off street parking in areas developed prior to the widespread use of the automobile.

In the wake of these and other changes has come an awareness of the value of the community's heritage. Pioneered, in a sense by the National Trust's acquisition of the stately nineteenth century mansions of "Rippon Lea" and "Labassa", there is now widespread support for the conservation of the City's finest buildings and places and for the enhancement of the identity of individual areas within the newly expanded municipality. There are opportunities, here, to conserve the existing environment and to interpret the past in innovative ways making Glen Eira a more attractive residential location for future generations. Such a view, however, represents a challenge for the present, requiring community participation, a vision for the future and a willingness on the part of the people to achieve it.

2.7 Epilogue

- 1. Australian Bureau of Statistics census data.
- 2. <u>Melbourne Metropolitan Planning Scheme 1954: Surveys and Analysis, MMBW</u> (1953), Existing Land Use 1951, p.25.
- 3. See Solomon, G., op. cit., vol. 3 p.83 for an account of the origins of this reserve.
- 4. Education Department of Victoria: <u>Vision and Realisation</u>, (1973), vol. 3, pp.581-82.
- 5. See Moorabbin Standard news item in Cribbin, J., op. cit., p.150.
- 6. Cribbin, J., op. cit., p.157.
- 7. Solomon, G., op. cit., vol. 1, p.90.