

GLEN EIRA HERITAGE REVIEW OF CAULFIELD EAST & GLEN HUNTLY

FINAL REPORT

2023



ACKNOWLEDGEMENT OF COUNTRY

Glen Eira City Council acknowledges the Boonwurrung/Bunurong and Wurrundjeri Woi Wurrung peoples of the Eastern Kulin Nation as Traditional Owners and Custodians, and pays respect to their Elders past, present and emerging. We acknowledge and uphold Traditional Owner's continuing relationship to the land and waterways.

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Unless otherwise noted, the contemporary photographs used in this report were taken by RBA.

Contemporary and historical sources utilised in the preparation of this report are acknowledged and referenced.

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1 INTRODUCTION

1.1 Brief

The Glen Eira Heritage Review of Caulfield East & Glen Huntly 2023 report has been prepared by RBA Architects + Conservation Consultants for the City of Glen Eira. The purpose of this document is to outline the background to the Review, the approach and methodology adopted, and the final recommendations. This report includes recommendations and citations for ten precincts and 15 individual places within the Study Area.

The Glen Eira Heritage Review of Caulfield East & Glen Huntly 2023 has been undertaken in two stages:

- Stage 1 preliminary assessment of places of potential heritage significance, and
- Stage 2 detailed assessment of the significance of places and the preparation of citations.

The project was commenced in 2019 and completed in 2022, with delays caused by Covid-19 lockdowns and subsequent work re-scheduling of both the Council and the Consultant.

1.2 Study Area

The Study Area was outlined on the following map and mainly related to the suburbs of Caulfield East and Glen Huntly, but also some parts of the adjoining suburbs of Carnegie, Caulfield, and Caulfield South, as summarised below:

- Glen Huntly the whole suburb,
- Caulfield East section between Queens Avenue and Grange Road, south of Lorne Street/Dandenong Railway,
- Carnegie –west part, west of Mimosa Road,
- Caulfield east part, east of Kambrook Road, and
- Caulfield South northeast corner, east of Kean Street/Narrawong Road and north of Curraweena Road



Glen Eira Heritage Review of Caulfield East & Glen Huntly 2023 Study Area – shaded red. (Source: Nearmap, September 2022)

1.3 Background

Previous Heritage Studies

Carnegie, Caulfield, Caulfield East, Caulfield South, and Glen Huntly were assessed as part of the *City of Caulfield Urban Conservation Study* (1990) and the *Glen Eira Heritage Management Plan* (1996), both prepared by Andrew Ward.

Existing Listings

There are currently eight individual properties affected by the heritage overlay within the Study Area, none of which are included on the Victorian Heritage Register (VHR). Five of these places date to the Victorian period (19th century), two to the Federation period (the early 1900s-1910s), and one to the interwar period (1920s-1930s), as summarised in the following table.

НО	Address	Description
HO46	Heatherbrae 73 Neerim Road, Caulfield North	Two-storey Victorian period mansion complex.
HO84	Greek Orthodox Church 152 Grange Road, Carnegie	A timber church built in the 1880s in South Melbourne but relocated to its existing location in 1909. Formerly Primitive Methodist, later Congregational.
HO96	St Agnes Anglican Church and Vicarage 114-116 Booran Road, Glen Huntly	Romanesque-style church and single-storey residence, erected 1924.
HO111	1027 Glenhuntly Road, Caulfield	Single-storey Federation period residence, constructed 1916.
HO112	Glen Huntly Railway Station Glenhuntly Road, Glen Huntly	Standard Victorian period timber portable pavilion.
HO113	122 Grange Road, Carnegie	Federation period residence and former post office.
HO122	196 Kambrook Road, Caulfield North	Single-storey Victorian period residence, transitional style.
HO137	32 Queens Avenue, Caulfield East	Two-storey Victorian period residence.

1.4 Acknowledgements

The authors are grateful for the assistance provided by the City of Glen Eira officers and the Glen Eira Historical Society.

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking the *Heritage Review of the Caulfield East & Glen Huntly 2023* was in accordance with the following two guiding documents:

- Victorian Environment, Land, Water and Planning Department, Applying the Heritage Overlay Planning Practice Note, August 2018, and
- Australia ICOMOS Charter for the Conservation of Places of Cultural Significance or Burra Charter, Australia ICOMOS, rev. 2013,

The key tasks included:

- Site inspections,
- Historical research and analysis of the extant building fabric in relation to documentary evidence,
- Analysing the intactness of the extant building fabric as part of preparing a physical description,
- Assessment of the significance of each place based on the research and the extant fabric, as well as a comparative analysis,
- Preparation of citations (Statement of Significance, history and description) for those places warranting heritage protection, with reference to the relevant HERCON criteria, and
- Recommendations for any specific controls and extent of the proposed heritage overlay.

RBA has prepared a glossary of specialised architectural language commonly utilised in the citations, which is attached in Appendix A.

2.2 Guiding Documents

Burra Charter

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this Review.

Burra Charter definitions commonly employed in this Review are:

- Place means a geographically defined area. It may include elements, objects, spaces and views. Place may
 have tangible and intangible dimensions.
- Cultural Significance means aesthetic, historic, scientific, social or spiritual value for past, present or future
 generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations,
 meanings, records, related places and related objects. Places may have a range of values for different
 individuals or groups.
- Fabric means all the physical material of the place including elements, fixtures, contents and objects.

Applying the Heritage Overlay

Applying the Heritage Overlay: Planning Practice Note 1 (August 2018) provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing a statement of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance – refer to section 2.6 below.

2.3 Site Inspections

For the most part, site inspections were limited to an assessment from the street/boundary. All places were inspected during mid-2019. Several places have been reinspected as necessary.

Most places were readily visible from the public realm, in particular the commercial buildings, with only a few houses partly concealed by a high fence. In some instances, there has been partial reliance upon real estate images (dating to the last decade) available in the public realm to assist with supplementing the analysis.

2.4 Research

The Review employed a wide array of primary and secondary sources as follows.

The main primary sources have included:

- Aerial photographs mainly available through Landata or the University of Melbourne
- Other historic photographs chiefly held by the State Library of Victoria (SLV)
- Newspapers, especially the major metropolitan newspapers such as the Argus, the Age and the Herald available on Trove
- Sands & McDougall's street directories
- Auction Notices held by SLV and Glen Eira Historical Society
- Certificates of Title
- Melbourne Metropolitan Board of Works (MMBW) plans held by the SLV
- Parish plans
- Property files, held by the Glen Eira Council
- Public Building files held by the Public Record Office Victoria (PROV)
- Rate books digitised versions available on Ancestry.com.au
- Subdivision plans held by Landata or the SLV

Key secondary sources included:

- Donald Stuart Garden, Builders to the Nation: the A.V. Jennings story, Melbourne University Press, 1992
- Heritage Council Victoria, Victorian Heritage Database, available online
- Peter Murray and John Wells, From sand, swamp and heath ... A history of Caulfield, City of Caulfield, 1980
- Various articles/authors, eMelbourne: the city past & present, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

2.5 Analysing the Extant Fabric

A prerequisite for understanding a place's potential significance is the analysis of extant fabric. Such an investigation requires an understanding of a place's development, the intactness and/or integrity of the remaining fabric, and a comparison with other similar places (if they exist).

Intactness and Integrity

A vital aspect of the assessment is to determine the level of intactness of the remaining building fabric. Typically, places of individual significance are largely intact, including their form, original material palette, and detailing (such as windows and doors, chimneys, verandah or porch, decorative elements, etc.). In some instances, a greater degree of alteration may be acceptable if the item is rare or considered to embody a high level of historical or another type of significance.

In regard to the issue of intactness and integrity, the definitions provided by *The Victorian Heritage Register Criteria and Threshold Guidelines* were followed:

- Intactness: refers to the degree to which a place or object retains its significant fabric. Intactness should not be confused with condition a place may be highly intact but the fabric may be in a fragile condition.
- Integrity: refers to the degree to which the heritage values of the place or object are still evident and can be understood and appreciated (for example, the degree to which the original design or use of a place or object can still be discerned). If considerable change to a place or object has occurred (through encroaching development, changes to the fabric, physical deterioration of the fabric etc.) the values may not be readily identifiable and the place or object may have low-level integrity.

Typically, the issue of intactness and integrity – the ability to 'read' a place as to how it appeared or functioned originally or has evolved over time (if such developments contribute to its heritage value) – is considered critical in determining heritage significance.

The key consideration is whether later intervention/s or cumulative change has critically compromised the presentation and/or the significance of a place. This question is assessed on a case-by-case basis.

Generally, non-visible alterations and/or additions to the original fabric (predominantly at the rear of a building), including partial demolition, have been considered to not unduly impact the heritage significance of a place in a local context.

Thematic History

The City of Glen Eira Environmental Thematic Environmental History [Refresh] 2020 by Built Heritage Pty Ltd was employed to understand the municipality's thematic context and identify comparative places.

Comparative Analysis

An important aspect of any heritage assessment is comparing a place with others of its typology within the municipality in order to determine how the site in question differs from other similar examples.

An understanding of the thresholds for local significance was based on reviewing the statements of significance for existing heritage overlays within the City of Glen Eira and the City of Glen Eira Environmental Thematic Environmental History [Refresh], as well as the authors' experience of similar examples more broadly across Victoria.

2.6 Assessment of Significance

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier and much-used Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the *Applying the Heritage Overlay: Planning Practice Note 1* that: 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.'

Reference to the relevant HERCON criteria is included in brackets within the statements of significance. The criteria are outlined in the following table.

Criterion	Definition
А	Importance to the course, or pattern, of our cultural or natural history (historical significance).
В	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
С	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance)
Н	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Another publication, *The Victorian Heritage Register Criteria and Threshold Guidelines* (Heritage Council of Victoria, April 2019), was considered; however, it is mainly concerned with the assessment of State-level significance.

2.7 Citation Format

A citation was prepared for each place and precinct recommended for inclusion in the Schedule to the Heritage Overlay in the Glen Eira Planning Scheme. Each citation includes:

- Name and address
- Level of Significance (local/state)
- Construction date/s
- Period/s
- Date Inspected
- Images
- Statement of Significance
- Description
- History
- Thematic Context
- Comparative Analysis
- Previous Assessment
- Proposed Heritage Overlay Schedule Controls
- Extent of Heritage Overlay
- Gradings table (precincts only)

Threshold for Contributory Grading

Within precincts, places are graded either contributory or non-contributory, the definitions of which are provided below:

- Contributory: The place is a contributory element within a larger heritage precinct. A contributory
 element could include a building or building parts such as rooflines, chimneys, verandahs or other
 structures or works such as landscaping, front fences or paving.
- Non-Contributory: The place is not individually significant and does not contribute to the Heritage Precinct.¹

For the purposes of assessing the contribution, or not, of an individual item (usually a building) to the significance of the precinct, an approach has been adopted in keeping with good heritage practice (as outlined in *The Burra Charter*).

In the stu, a place has been attributed a contributory grading if the following apply:

- It contributes to the character of the streetscape/precinct, and
- It was constructed during the period of significance (identified as the main or secondary phases of development in the statement of significance), and
- It is an intact example or a place which though altered, remains largely identifiable as an example of its type/period, and
- It typically retains its form, most original materials, and at least some original detailing (which might include openings [windows + doors], chimneys, verandah or porch, decorative elements, etc.),
- Generally, any changes that have occurred are reversible, allowing for accurate reconstruction in accordance with the Burra Charter,²
- If it forms part of a similar group, then it could be more altered if other examples in the group are intact, and
- If there are visible additions, they are sufficiently set back such that the original section is not overwhelmed, and the original roof form remains legible.

Places may also be individually significant and contribute to the significance of the precinct and will have their own Statement of Significance.

Clause 22.01 (Heritage Policy), Glen Eira Planning Scheme, p8

The *Burra Charter* defines reconstruction as a 'means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material' Article 1.8

3 STUDY AREA

3.1 Historical Overview

The district of Caulfield developed in the early 1850s, with initial land sales prompting the proclamation of the Caulfield District Roads Board (1857). By the mid-1860s, the population was estimated at 500. The area's association with horse racing also emerged; early events were held on the crude grounds of what would become the Caulfield racecourse at this time (acquired by the Victorian Amateur Turf Club in 1879). Services associated with Caulfield racecourse, ranging from stabling, blacksmithing and horse training to the residences of jockeys, also appeared.

The opening of Caulfield railway station (1879) spurred further subdivision and construction activity, although most of the residential and commercial development was concentrated along early arterial roads. At the same time, large tracts of the locale, which was noted for its 'loamy soil', were also given over to market gardens and orchards. A need to organise and service this greatly expanded population – around 4,000 ratepayers in 1903 – was reflected by the proclamation of the City of Caulfield in 1913 (encompassing Carnegie, Elsternwick, Gardenvale, Glen Huntly, Ormond and Murrumbeena).³

The development of the district south of the Yarra grows greater every year. Steadily the area of Greater Melbourne is being enlarged. The electric trams are doing the work of suburban extension... It affords a remarkable contrast to review what Caulfield was, and what it has become. It was ... regarded as out in the bush, given over to market gardeners and farmers. To-day on the places where cabbages were grown are massed suburban villas, and Caulfield is a full-blown city.⁴

General growth across Melbourne and improving access to the city in the Study Area – often via the establishment of new stations (for instance, Glen Huntly in 1881) and tram services (horse-pulled and later electric) – stimulated further intensive phases of suburbanisation. These often occurred across former agricultural holdings and the (often) extensive grounds of late 19th-century properties. Suburban development began to increase in pace over the 1900s but proliferated between the end of World War I and the early 1920s. In the face of such rapid growth, Caulfield Council imposed brick-only restrictions and minimum allotment sizes (encouraging 'a good class of development'5). By the early 1920s, the district's once semi-rural identity had been supplanted by that of a 'salubrious' residential suburb; one characterised by high levels of home ownership.6



Encroaching suburbanisation – houses on the horizon. 1914 photograph of National Rose Nurseries at the corner of Glenhuntly and Bambra roads. (Source: *Sand and McDougall's Directory*, 1914, p265)

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³ 'Caulfield', Victorian Places, 2014, https://www.victorianplaces.com.au/caulfield, accessed 7 April 2019

^{4 &#}x27;Caulfield's Progress', Prahran Telegraph, 28 June 1919, p6

⁵ 'Real Property', Herald, 12 June 1919, p14

⁶ 'Property and Architecture', Herald, 6 March 1935, p14

By the early 1930s, much of the Study Area had consolidated, although pockets of infill development continued into the early 1940s. The erection of walk-up flats was initially resisted by municipal authorities, although this form of development became more common within the urban landscape in the late interwar period.



1945 aerial photograph of the Study Area, outlined. (Source: Aerial Survey of Victoria, 849 C1A, University of Melbourne)

4 PRELIMINARY WORK

4.1 Observations from Surveying

The parts of Carnegie, Caulfield, Caulfield East, Caulfield South, and Glen Huntly surveyed were largely residential, with strips or groups of commercial buildings to much of Glenhuntly Road. In addition, there were a few public buildings (churches and schools) and a utility (substation) to some arterial roads.

It is generally accepted that buildings dating to the Victorian (19th century), Federation (the 1900s-1910s), and interwar (1920s-1930s) periods should be assessed for potential heritage significance. Much of the historic building stock in the Study Area dates to the interwar years – a phase of intensive suburban growth – though a considerable amount also dates to the Federation periods in some earlier consolidated parts. Victorian-period development forms only a small layer within the Study Area. There were also interspersed examples from the postwar period (the 1940s-1950s), for which there is a growing appreciation of heritage potential.

The southern parts of the Study Area have undergone the most change, that is, within Caulfield South and Glen Huntly. Comparison with historic documents (MMBW plans and 1931 aerial) reveals that by the end of the interwar period, these localities, as well as land to the north, had been largely developed. The change to the part of Glen Huntly, east of the railway and south of Glenhuntly Road, was the most extreme as it had been a predominantly Federation period area. The relatively large allotments (associated with the Clerks Homes Estate) attracted flat and unit redevelopment during the 1960s and 1970s, to the point that the earlier Federation phase was nearly eliminated. Nearby in South Caulfield, redevelopment has occurred more gradually, typically with single-family dwellings.

The commercial buildings in the Study Area were predominantly along Glenhuntly Road in the vicinity of the railway station, though with smaller/satellite centres at regular intervals along this road.

4.2 Preliminary Recommendations

Most of the nominated sites were proposed to be progressed as either individual heritage places or as part of a precinct.

Individual Places

Initially, twenty-one individual places were recommended for further investigation.

Following further research, comparative analysis, and discussion with Council officers, some of these initially recommended places were assessed as likely to fall below the threshold for local significance for various reasons. For example, places were found to be less intact or more altered than originally thought, while others were assessed as less remarkable or distinctive in light of existing heritage overlays. In addition, one of the proposed individual places was included within a precinct.

Precincts

Sixteen precincts of varying extents were initially recommended for further work. Two of the precincts in Caulfield East derived from an existing neighbourhood character overlay (NCO):

- NCO2 (significant Federation character areas) western part of the Railway Corridor Precinct, and
- NCO5 (Queens Avenue, Caulfield East) Queens Avenue Precinct.⁷

With further consideration, the extent of some proposed precincts was reduced. Others were found likely to fall below the threshold for local significance due to being insufficiently intact or consistent/distinctive. Other changes resulted from combining parts of two proposed precincts to create the Dorothy Avenue Precinct. Ongoing building losses, often due to pre-existing demolition permits, rendered some potential precincts unviable, including the Glen Huntly Clerk's Estate, which was reduced to only two adjacent houses following attrition, and is now defined as an individual place.

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Glen Eira Neighborhood Character Review Final Report, November 2014

5 RECOMMENDATIONS

5.1 Overview

Further research and analysis undertaken have confirmed that twenty-five heritage places – 15 individuals and ten precincts – are recommended for inclusion in the Schedule to the Heritage Overlay in the Glen Eira Planning Scheme. The citations prepared for these places are included in Appendix B (individual places and pairs) and Appendix C (precincts).

None of the places assessed are likely to be considered of potential significance at the State level and therefore do not warrant nomination to the VHR.

5.2 Individual Places

The following table summarises the recommended 15 individual heritage overlays, including some pairs.

No.	Name	Address	Date	Details
1	Former Motor Transport Co.	1259 Glenhuntly Road, Carnegie	1932	Influence of the Georgian Revival style
2	St Anthony's Church & Fence	172 Neerim Road, Carnegie	1918-19 church (nave), 1962 (northern half), 1967 (front), and 1950 limestone fence	Romanesque (Schreiber & Jorgenson) and Modernist (T G Payne)
3	Tudor Revival Pair	1023 and 1025 Glenhuntly Road, Caulfield	1938 and 1940	Pair of residences, constructed by John Bertram Hobart
4	Elliot House	198 Kambrook Road, Caulfield	1929	Built for a notable jockey in the Georgian Revival style
5	Agincourt	1 Clifton Street, Caulfield East	1889	Eclectic late Victorian house
6	Celarna	13 Grange Road, Caulfield East	1910	Restrained Federation period house
7	Gleniston Flats	1012 Glenhuntly Road, Caulfield South	1940	Functionalist style by local builder Albert Edward Brooks
8	Mack Bros (Former)	Part 1050-1058 Glenhuntly Road, Caulfield South	1949-1954	Functionalist style, showroom and factory
9	Rose Hill and Stables	130 Booran Road, Glen Huntly	1912-13	Queen Anne style house and timber stables
10	Power Flats & Kingston Court	1088 and 1098 Glenhuntly Road, Glen Huntly	1936 and 1940	Pair of Moderne style flats
11	Robins Court & Begley House	1091-1091A Glenhuntly Road and 2 Roseberry Grove, Glen Huntly	1933-34	Eclectic Interwar period pair, built by A. V. Jennings and designed by 'Ed' Gurney
12	Lorraine	3-3A James Street, Glen Huntly	1915	Arts and Crafts style, particularly fine stained glass
13	Caer Glow (Toomuc)	4 Malvolio Street, Glen Huntly	1897-98	Early example of Queen Anne style
14	Baby Health Care Centre (Former)	1A Oakleigh Road, Glen Huntly	1930	Arts and Crafts style, rare example of building type

No.	Name	Address	Date	Details
15	Glen Huntly Clerks' Homes Estate Pair	35 and 36 Royal Avenue, Glen Huntly	Circa 1910	Substantial Queen Anne style, timber examples

The proposed citations for these places are included in the Appendix B.

5.3 Precincts

The following table summarises the recommended ten precinct heritage overlays, including an overview of the period/s of significance period and the main building typology/ies constituting each precinct.

No.	Name	Addresses	Details
16	Neerim & Booran Roads Precinct	51-67 (odds only) Neerim Road, Caulfield; 77-85 (odds only) Neerim Road and 78-82 (evens only) Booran Road, Glen Huntly	Interwar period, commodious masonry housing
17	Railway Corridor Precinct	11-39 (odds only) Derby Crescent, 15-27 and 24-36 Moodie Street, 17-27 (odds only) Clifton Street, and 11-14, 16-28A Leamington Crescent, Caulfield East	Federation and interwar periods, mainly timber housing
18	Queens Avenue Precinct	18-96 Queens Avenue and 3 Derby Street, Caulfield East	Federation and interwar periods, substantial houses
19	Booran Road West Precinct	107-109 (odds only), 115-119 (odds only), and 121A-127 Booran Road and 2 Lonsdale Street, Caulfield South	Interwar period, commodious masonry housing
20	Caulfield South Interwar Commercial Precinct	1000-1010 (evens only) Glenhuntly Road, Caulfield South	Interwar period, small commercial group
21	Glen Huntly Tudor-Moderne Precinct	8-38 (evens) Augusta Street; 5, 8-10 Beverley Street; 6, 8, 10, 13 and 15 Rothschild Street, Glen Huntly	Late interwar period, mixed housing typologies, all masonry
22	Dorothy Avenue Precinct	1-30 Dorothy Avenue and 35 Turner Avenue, Glen Huntly	Federation and interwar periods, mix of timber and masonry types
23	Glen Huntly Commercial Precinct	1116-1148 (south side), 1160-1226 (south side), 1157-1225 (north side) Glenhuntly Road and 1-8A (east side) Royal Avenue, Glen Huntly	Federation and interwar periods, large grouping of commercial buildings
24	Glen Huntly Railway Reserve Canary Island Date Palms	Royal Avenue, Glen Huntly (eastern side of Royal Avenue between Rosedale Avenue and Oakleigh Road)	Planted 1930s, interwar period
25	Station Place Precinct	16-42 Station Place (east), Glen Huntly	Late 19th-century timber cottages and Federation period masonry residence

The proposed citations for these precincts are included in the Appendix C.

5.4 Heritage Overlay Schedule Controls

Specific controls have been recommended for several individual and precinct places, as summarised in the following tables. These proposed controls relate to four categories: external paint, tree, solar energy systems, and fence or outbuilding.

External Paint Controls

External paint controls have been recommended for three individual places with rendered masonry walls that have been overpainted.

Note: the *Elliot House* at 198 Kambrook Road, Caulfield, is cement rendered but has never been overpainted, which is highly unusual. Planning permission is required through the Heritage Overlay to paint a previously unpainted surface; therefore, paint controls are not required to be applied for *Elliot House* despite the significance of its original surface treatment.

No.	Name	Address	Elements
11	Robins Court & Begley House	1091-1091A Glenhuntly Road and 2 Roseberry Grove, Glen Huntly	Rendered sections of walls
12	Lorraine	3-3A James Street, Glen Huntly	Roughcast rendered walls
14	Baby Health Centre (Former)	1A Oakleigh Road, Glen Huntly	Walls of roughcast and smooth sections of render

Tree Controls

Tree controls have been recommended for two places as outlined in the following table.

No.	Name	Address	Elements
15	Glen Huntly Clerks' Homes Estate Pair	35 + 36 Royal Avenue, Glen Huntly	Norfolk Island Pine at no. 35 Pair of Canary Island Date Palms at no. 36
24	Glen Huntly Railway Reserve Canary Island Date Palms	Royal Avenue, Glen Huntly	Canary Island Date Palms

Fences or Outbuilding Controls

Fence or outbuilding controls have been recommended for six places as follows:

No.	Name	Address	Elements
2	St Anthony's Church and Fence	172 Neerim Road, Carnegie	Rare limestone fence
4	Elliot House	198 Kambrook Road, Caulfield	Original Fence
7	Gleniston Flats	1012 Glenhuntly Road, Caulfield South	Original fence and garages to Latrobe Street
9	Rose Hill and Stables	130 Booran Road, Glen Huntly	Stables
10	Power Flats & Kingston Court	1088 + 1098 Glenhuntly Road, Glen Huntly	Brick fences to both and the side garage at 1088 Glenhuntly Road (addressing Augusta Street)
11	Robins Court & Begley House	1091-1091A Glenhuntly Road and 2 Roseberry Grove, Glen Huntly	Front fences and garages

Other Controls

Solar energy system controls have been applied to of the places.

Internal controls are not proposed for any of the places.

Prohibited uses are not proposed for any of the places.

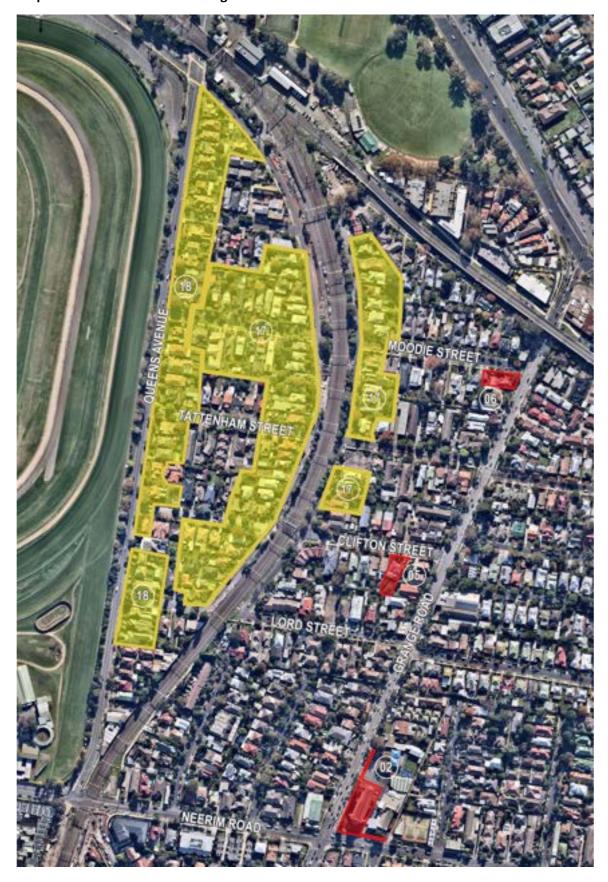
No place has been designated an Aboriginal place.

5.5 Maps

The following five maps locate the proposed heritage overlays. The maps are taken from Nearmap satellite imagery, dated early 2022.

Individual places are outlined in red, whereas precincts are outlined in yellow. The place number corresponds to the citation number (that is, nos 1 to 25).

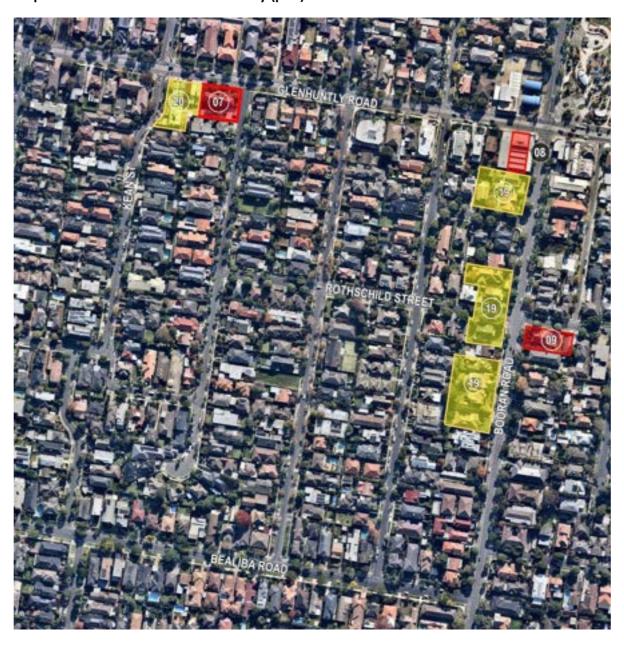
Map 1 – Caulfield East and Carnegie



Map 2 – Caulfield



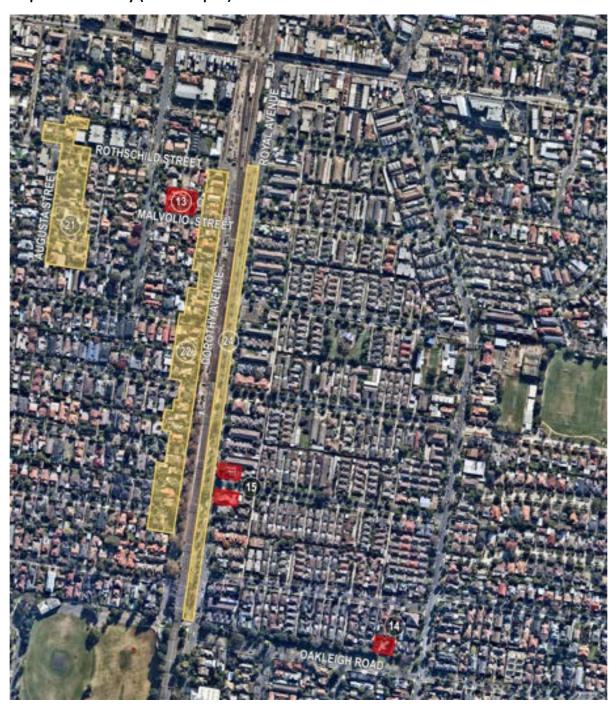
Map 3 – Caulfield South and Glen Huntly (part)



Map 4 - Glen Huntly (northern part)



Map 5 - Glen Huntly (southern part)



APPENDIX A – GLOSSARY

TERM	DEFINITION	
Ashlar boarding	Precisely cut, squared and smooth surfaced timber boards with thin joints, imitating stonework.	
Arch	Opening with a curved head supporting the wall above. Many types exist, with some common examples being: Round or semicircular. Segmental – circular arc of less than 180°. Tudor (pictured) – depressed profile, also referred to as (a pseudo) four-centred arch.	
Barley twist column	The shaft of a column turned in a twisting, corkscrew pattern, typically associated with the Spanish Mission style.	
Bargeboard	A plain or decorative board fixed to the end of a gable roof. Also depicted is a finial to the roof apex.	
Вау	Usually, a projection beyond the main wall alignment - generally features a window (bay window), which, if angled, is defined as a faceted bay.	

TERM	DEFINITION	
Bond	The arrangement of bricks in a wall. Multiple types exist including: Stretcher bond – overlapping rows of stretchers, indicating brick veneer or cavity walling construction. Flemish bond – headers and stretchers alternating in each course	Stretcher bond Flemish bond
Broken- back roof	A roof that extends over the verandah with a change in pitch from steeper to a lower pitch.	
Bullnose verandah	A verandah roof with a convex profile to the edge.	
Buttress	An angled/sloping support that projects from a wall, usually deeper than it is wide.	
Cantilever	Projection beyond a wall without supports.	
Catslide roof	A narrow strip of roof continuing downwards from a wider (main), higher part.	

TERM	DEFINITION	
Coping	Capping on top of a wall to protect it – either (rounded) render or brick, laid on-edge.	
Corbelling	End of brick or masonry courses stepping out beyond the main wall.	
Cordoba tiles and Pantiles	Cordoba – curved Roman/Spanish roof tiles, traditionally in terracotta and associated with the Spanish Mission style (Cordoba is in southern Spain). Pantiles (pictured) – similar to Roman but have an S-profile, in clay or concrete.	THE STATE OF THE S
Cornice (Eaves) cornice, where the roof overhangs the wall, includes decorative elements such as brackets, and often panels/rosettes, etc.		
Eaves	Lower edges of a roof, usually projecting.	
Fascia	A board that covers the ends of roof rafters.	
Fenestratio n	The arrangement, design, and proportion of windows and doors in a building.	
Finial	Ornament at the apex of a roof.	Refer to bargeboard image.

TERM	DEFINITION	
Fretwork	Ornamental design in timber, typically openwork, traditionally using a fretsaw.	
Frieze	A continuous band of decoration, usually below the verandah (usually in cast iron or timber). It can also refer to a band (part of the entablature), often a plain rendered type, below the main roof or a parapet.	
Fluted	A rounded channel or groove, typically in a column.	
Gambrel roof	Hipped roof with small gablets at the ends of the ridge.	
Herringbone pattern	Consisting of rows of bricks in an interlocking, V-shaped pattern.	
Jerkinhead roof	Half hip or hipped gable.	
Parapet	A low wall/barrier, principally concealing a roof, usually ornamented.	

TERM	DEFINITION	
Plinth	The defined, often projecting, base of a building.	
Soffit	The underside of an architectural element, usually roof eaves or an arch.	
Transverse gable	A roof with gable ends, where the ridge is parallel to the street. Typical of the bungalow design mode.	
Voussoirs	Wedge-shaped units in a masonry arch or vault, converging at the arch centre (usually defined by a keystone).	

APPENDIX B - CITATIONS FOR INDIVIDUAL PLACES

No.	Name	Address
1	Former Motor Transport Co.	1259 Glenhuntly Road, Carnegie
2	St Anthony's Church + Fence	172 Neerim Road, Carnegie
3	Tudor Revival Pair	1023 and 1025 Glenhuntly Road, Caulfield
4	Elliot House	198 Kambrook Road, Caulfield
5	Agincourt	1 Clifton Street, Caulfield East
6	Celarna	13 Grange Road, Caulfield East
7	Gleniston Flats	1012 Glenhuntly Road, Caulfield South
8	Mack Bros (Former)	Part 1050-1058 Glenhuntly Road, Caulfield South
9	Rose Hill and Stables	130 Booran Road, Glen Huntly
10	Power Flats & Kingston Court	1088 and 1098 Glenhuntly Road, Glen Huntly
11	Robins Court & Begley House	1091-1091A Glenhuntly Road and 2 Roseberry Grove, Glen Huntly
12	Lorraine	3-3A James Street, Glen Huntly
13	Caer Glow (Toomuc)	4 Malvolio Street, Glen Huntly
14	Baby Health Centre (Former)	1A Oakleigh Road, Glen Huntly
15	Glen Huntly Clerks' Homes Estate Pair	35 and 36 Royal Avenue, Glen Huntly

APPENDIX C – CITATIONS FOR PRECINCTS

No.	Name	Addresses
16	Neerim & Booran Roads Precinct	51-67 (odds only) Neerim Road, Caulfield;
		77-85 (odds only) Neerim Road and 78-82 (evens only) Booran Road, Glen Huntly
17	Railway Corridor Precinct	11-39 (odds only) Derby Crescent, 15-27 and 24-36 Moodie Street,
		17-27 (odds only) Clifton Street, and 11-14, 16-28A Learnington Crescent, Caulfield East
18	Queens Avenue Precinct	18-96 Queens Avenue and 3 Derby Street, Caulfield East
19	Booran Road West Precinct	107-109 (odds only), 115-119 (odds only), and 121A-127 Booran Road and 2 Lonsdale Street, Caulfield South
20	Caulfield South Interwar Commercial Precinct	1000-1010 (evens) Glenhuntly Road, Caulfield South
21	Glen Huntly Tudor-Moderne Precinct	8-38 (evens) Augusta Street; 5, 8-10 Beverley Street; 6, 8, 10, 13 and 15 Rothschild Street, Glen Huntly
22	Dorothy Avenue Precinct	1-30 Dorothy Avenue and 35 Turner Avenue, Glen Huntly
23	Glen Huntly Commercial Precinct	1116-1148 (south side), 1160-1226 (south side), 1157-1225 (north side) Glenhuntly Road and 1-8A (east side) Royal Avenue, Glen Huntly
24	Glen Huntly Railway Reserve Canary Island Date Palms	Royal Avenue, Glen Huntly
25	Station Place Precinct	16-42 Station Place (east), Glen Huntly

FORMER MOTOR TRANSPORT CO.

Address 1259 Glenhuntly Road, Carnegie

SignificanceLocalConstruction Dates1932PeriodInterwarDate InspectedLate 2019



Statement of Significance

What is Significant?

The Former Motor Transport Co. building at 1259 Glenhuntly Road, Carnegie, is significant to the City of Glen Eira. It was constructed in 1932 as a garage/residence for the 'transporters' J. Chapman & Sons. The building was sold to Garrett & Griffiths in 1947. It continued to operate as a base for commercial vehicle operations until about 1970.

The significant elements of the *Former Transport Co.* building are its hipped roof (likely clad in concrete tiles), exposed rafter ends, three chimneys, walls of red brick, bullnose brick quoining, side stairs, front vehicular entry doors with paired tri-fold steel-lined doors and rendered concrete lintel, and pair of oriel bays including timber-framed casements with multi-paned upper section and arched mullion. The eastern first-floor entrance and original openings in the west elevation, including steel-framed windows on the ground floor, are also significant.

The sections at the rear of the Former Transport Co., which have not been inspected, are unlikely to be significant.

How is it Significant?

The Former Motor Transport Co. building is of local historical, rarity, and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Former Motor Transport Co. building is of historical significance as a rare surviving example of a purpose-designed premise for a motor transport company in the municipality. Before mass car ownership, such firms were standard across interwar Melbourne, providing vital motorised services, particularly – in the Caulfield area – for the transportation of racehorses by specialised vehicle. The formative functions of the building are inferred by the wide ground-floor opening with original paired trifold steel-lined doors, while the extensive residential quarters on the first floor (intended for five staff) are differentiated by the display of more domestic elements, namely the oriel bays and exposed rafter ends. (Criterion A and Criterion B)

The Former Motor Transport Co. building is of aesthetic significance for its unusual hybrid design and narrow-fronted form. Its distinctive symmetrical facade, which is intact, reflects the influence of the Georgian Revival style, utilised less commonly for commercial/light industrial buildings of this ilk, with an overlay of Arts & Crafts detailing. In combination, this form and character are striking and singular within the municipality. (Criterion E)

Description

The Former Motor Transport Co. is a large, two-storey building situated at a small distance back from the north side of Glenhuntly Road. It occupies about half of its long rectangular allotment with narrow side setbacks. The front boundary is open and comprises concrete paving and a wide crossover.

The primary interwar building has a rectangular footprint with a hipped roof clad in tiles (likely concrete), which appear original. The roof has a moderate eaves overhang with exposed rafter ends and a timber-lined soffit. On the west roof plane are three tall red brick chimneys, each displaying a soldier course coping.

Walls are constructed of red brick in a stretcher bond, although either side of the broad garage door, an English garden bond has been employed. This central ground-floor opening has also been subtly emphasised by the utilisation of orange bullnose bricks for quoining.



Façade, Former Motor Transport Co.

The façade is distinctly narrow with a symmetrical composition that gestures to the Georgian Revival style. The paired tri-fold steel-lined doors that comprise the vehicular garage door are original. This element also features narrow panes of obscure glass to the upper part with vertical timber strips at the base. A rendered concrete lintel surmounts the entire width of the opening. It is possible that there are similar garage doors at the rear of the ground floor.





West elevation, steel-framed windows.

East elevation, side entry.

Distinguishing the first floor is a pair of oriel bays with prominent timber shingle skirts, flat roofs, exposed timber rafter ends, and a timber-lined soffit. The windows are timber-framed with a tripartite arrangement. Each bay has a central fixed window incorporating an arched mullion/multi-paned upper section and flanking double-hung sashes with multi-paned upper sashes.

On the east side of the façade is a concrete stair with a masonry balustrade leading to a first-floor entry, which has paired timber doors with glazing to the upper part (windows with margin lights). Above the entrance is a flat roof canopy with corner brick piers and a glazed panel to the back wall.

The extended side elevation of the building is partly visible from Glenhuntly Road. In the west elevation are several original windows. At the ground floor are steel-framed, multi-paned windows with concrete lintels and rendered sill – a more industrial aesthetic reflecting the formative use/design of the ground floor. In the upper section of the west elevation are large timber-framed double-hung sashes. There appear to be only limited openings in the east elevation, with two windows evident further to the rear of the first floor.

A compact two-storey volume of uncertain materiality is attached to the rear of the primary building. It may contain stairs.

In the rear yard, which is not visible from the public realm, there appear to be various non-original outbuildings.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.¹ The majority of the southern half was made available as large block holdings from May 1853.² Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.³ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁴

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁶ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.⁷

While the historical borders of Carnegie have fluctuated, the area bound by Grange and Koornang roads has long been associated with the suburb. Much of this area was given over to 'Leman Swamp', a natural marshland, well into the late 19th century.

This ground was a key part of the property portfolio of the insurance agent-cum-speculator William Murry Ross (1825-1904), an English migrant who by the mid-1860s had accumulated one-fifth of the Caulfield district, including all of what is presently known

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

² 'Advertising', *Argus*, 27 May 1853, p9

³ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁵ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

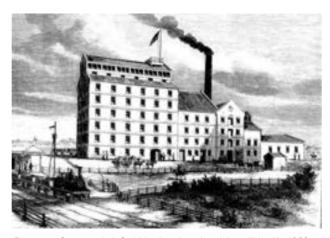
as Carnegie.⁸ In an early act of private town planning for Melbourne ('the establishment of a township through individual enterprise'), Ross publicly declared his intention in 1875 to found the new suburb of 'Rosstown', the centrepiece of which was to be an industrial-scale beet sugar factory, centred in Leman Swamp:

The estate upon which it is proposed to lay out the new town is situate [sic] about six miles from Melbourne, and may be reached with equal facility by road or rail. It stretches right across the shire of Caulfield. The Glen Huntly-road ... passes through the new suburb, and at its highest point, overlooks the Bay and the widely extending suburbs of the city in the direction of Brighton and St. Kilda. The estate consists of about 1000 acres, the greater proportion of which is good soil, fairly grassed, and well though not heavily timbered, and presenting the appearance of open park land.

The proposal is to sell the more elevated and picturesquely situated portions for the purposes of private mansions and suburban villas, and to lay out the township in the vicinity of the site selected for the new sugar works ... Near this spot there is a natural depression in the ground, which in winter receives the water flowing from the surrounding watershed. This it is intended to deepen and embank so as to form an ornamental lake, thereby rendering it an attractive feature no less than a useful adjunct both to the works and the township.⁹

From the beginning, sluggish land sales and Ross's overstretched finances bedevilled the scheme and his most ambitious project, the laying of the private Rosstown Railway line between Oakleigh and Elsternwick stations (essentially redundant at its completion in 1888). Despite the onset of the 'land boom' and the efforts of Ross's creditors to make available vast tracts of the estate, development was meagre and mainly restricted in the vicinity of Carnegie railway station, which was named Rosstown, like the locale, until 1909.¹⁰

Compared to the faster-growing western sections of the district, the locality remained a chiefly semi-rural landscape until around WWI, when better transport services assisted in a surge of residential growth; fuelled, it was reported, by 'overflow population' from Malvern and Prahran.¹¹ By 1919, the *Herald* could reflect on the 'remarkable' and 'rapid' suburbanisation of the area, its 'large open paddocks' now cloaked in 'thousands of modern dwellings' with a dedicated, well-patronised retail strip along Koornang Road.¹² Another surge of growth was evident from the early 1950s as remnant market gardening land was given over to housing and flat development.¹³



'Rosstown Sugarworks'. Quickly abandoned and demolished in 1908. (Source: *Australian Sketcher*, 8 June 1876, p5)



Photograph of the disused Rosstown Railway line. (Source: *Australasian*, 7 September 1907, p28)

Des F. Jowett and Ian G. Weickhardt, *Return to Rosstown: Railways, Iand sales and sugar beet ventures in Caulfield*, Mordialloc, Rosstown Historical Research Group, 1978, p16; and 'Carnegie', *Victorian Places*, 2014, available online

The New Suburb of Rosstown', Age, 29 June 1875, p3

The name Rosstown, by this point, had fallen well out of favour. There is speculation that 'Carnegie' was selected by the residents, at the behest of the progress association, so as to entice funding from the deep-pocketed American Carnegie Foundation.

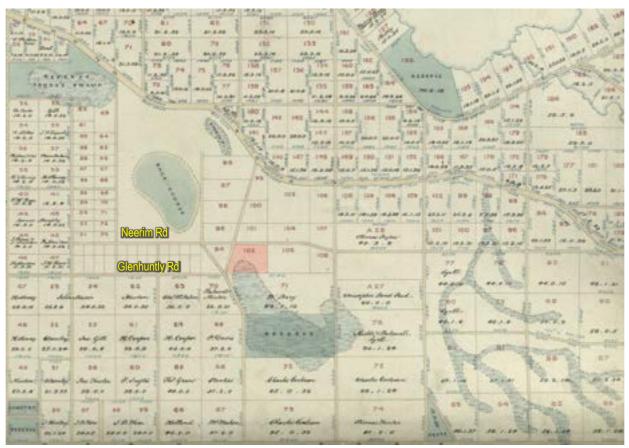
^{11 &#}x27;Beyond Caulfield', *Herald*, 18 September 1913, p4

¹² 'Real Property', Herald, 12 June 1919, p14

Carnegie, 'Victorian Places', 2014, available online

Place-Specific

The subject land derives from Crown Portion 102 in the Parish of Prahran, Country of Bourke, which was located at the northern edge of the natural marsh known as 'Leman's Swamp'. ¹⁴ This 26 acre (10.5 ha) holding was acquired by William Smith in 1857. ¹⁵ Due to its proximity/interface with the swamp, the property would have been considered prime land and was likely used as a grazing stop-off for cattle and stockmen on their way to markets in Melbourne. ¹⁶ From the mid-1860s, William Murray Ross procured the lease of Leeman Swamp and curtailed access much to the chagrin of local farmers, who had utilised it as a source of fertilising peat for several years. ¹⁷



Early parish map of the Caulfield district, with Crown Portion 102 shaded red. (Source: Thomas H. Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

By 1883, Crown Portion 102 formed part of the extensive portfolio of the Caulfield Land and Building Company, which Ross had earlier formed with several other prominent businessmen and politicians. In 1886, the allotment was subdivided and promoted for sale as the 'Grange Estate':

W. J. BUTCHER (In conjunction with G. D. Langridge and Son) has been instructed by the Caulfield Land and Building Company to sell on their well-known liberal terms, 71 SPLENDID VILLA SITES, having frontages to Glen Huntly, Grange, Neerim, Wanalta, Maroona, Yendon

The Caulfield district was first surveyed by Henry B Foot in the early 1850s, likely on the instructions of Victoria's first Surveyor-General, Robert Hoddle (appointed 1851). Foot's subsequent survey of the central and eastern portion of the district was issued in 1856 (*Plan of the Parish of Prahran, Country of Bourke*, 1856, SLV). The majority of initial sales took place between 1854-64. (Peter R. Murray and John C. Wells, *From sand, swamp and heath: A History of* Caulfield, J & D Burrows, 1980, p2) See also 'The Swamps at Caulfield', *Argus*, 2 June 1860, p4

Smith also acquired several other adjacent lots to the east and north-east (nos 103 to 107) (*Prahran Parish at Caulfield*, P81[10], Put-away map, Landata). A Certificate of Adjustment no 3833 was associated with the Crown Portion 102.

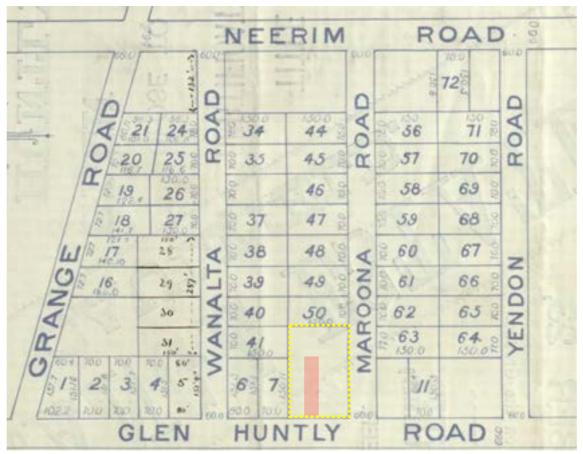
The date of the original grant is noted as 16 November 1857 on the Certificate of Adjustment in Crown Grant on 1884, which is included within Certificate of Title, vol. 695, folio 963; and Murray and Wells, From sand, swamp and heath, p88

¹⁷ 'The Swamp Reclamation Swindle', Age, 1 March 1866, p6; Peter R. Murray and John C. Wells, From sand, swamp and heath ... A history of Caulfield, pp194-195

Murray and Wells, From sand, swamp and heath, p141; and Certificate of Title, volume 1628, folio 963 (the title is torn but the company possibly held about 112 acres in the area)

roads, all 60ft. and 60ft. roads, only a stone's throw from the Glen Huntly station, and in the centre of the best portion of the lovely and rising district of Caulfield. The land la situated on a beautiful undulating rise, prettily covered with indigenous timber.¹⁹

Mary Lochore of Hawthorn purchased one of the larger parcels of land offered in the Grange Estate at the northwest corner of Glenhuntly and Maroona roads, including the subject property, in 1887.²⁰



Grange Estate, sale notice of 23 October 1886 – Lochore's purchase is outlined in dashed yellow with the subject land shaded Showing approximate location of subject site (Source: SLV, Vale collection)

A timber house and brick shop were constructed at the Maroona Road corner of this holding in 1914 (since demolished).²¹ At this stage, this part of Caulfield – increasingly being referred to as Carnegie at the time – remained sparsely developed (see MMBW map below).

Little built activity at the corner holding occurred for another two decades, although sales and subdivision were undertaken. In 1921, Elizabeth Tonks of Elsternwick and Eva Finlayson of Caulfield brought the remnant vacant land and, two years later, divided it into six narrow allotments.²² Such a break-up was often associated with commercial development, suggesting the owners anticipated the extension of the nearby Glenhuntly shopping east of Grange Street, which never eventuated. Two of the middle lots (nos. 3 and 4) comprised the subject property.²³ These were eventually acquired in June 1932 by J. Chapman & Son Pty Ltd.²⁴

¹⁹ *Argus*, 13 January 1886, p3

²⁰ Certificate of Title, volume 1944, folio 606

This land had only been transferred in early 1914 (Certificate of Title, volume 1944, folio 606).

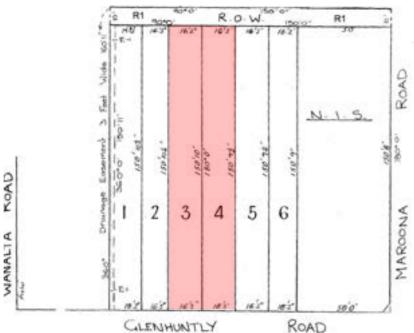
²² Certificate of Title, volume 4503, folio 528

Subdivision Plan, LP9396. Lots 1-2 relate to no. 1257 and lots 5-6 relate to no. 1261.

Certificate of Title, volume 4503, folio 528. It took another decade for the other four lots to be sold.



MMBW detail plan no. 2778, Caulfield, dated 1914 Lochore's land corner holding is outlined in dashed red with the vacant subject land shaded red (Source: SLV)



1923 subdivision plan of the corner allotment with the subject land shaded red (Source: Landata, LP9396)

The Glenhuntly Road frontage of the corner holding is depicted in the 1931 aerial photograph below. It shows a house and greengrocer at the corner of Maroona Road with four houses west towards Wanalta Road.



November 1931 aerial photograph with the approximate location of the subject land indicated by the red star. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)

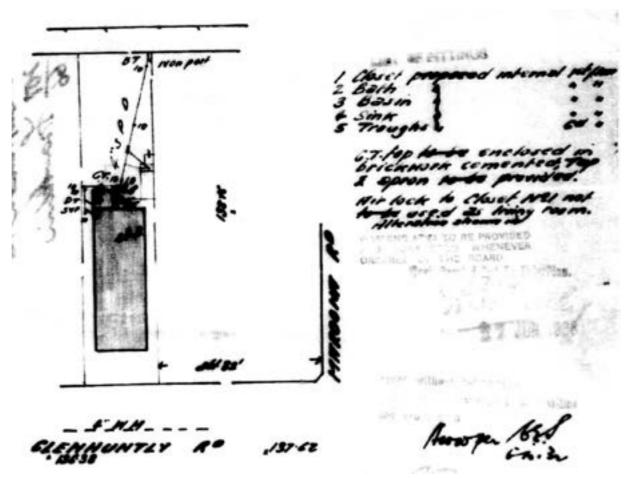
Another aerial photograph taken around this time from the north-west also captures the state of the subject property prior to its development.



Extract from a circa 1931 oblique aerial photograph with the vacant subject land indicated by the red arrow. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV)

The 1931-32 Caulfield rate book identifies J. Chapman & Son Pty Ltd of Mt. Alexander Road, Moonee Ponds, as the owners of the vacant subject land (NAV of £5).²⁵ By the following year, the rate book listed a brick garage and dwelling – the *Former Motor Transport Co.* building – with a NAV of £70. The owners were described as 'transporters' with five people in accommodation at the place.²⁶ These people appear to have been staff (drivers, mechanics, etc.) rather than the Chapmans.

The footprint of this garage/dwelling is shown in the 1932 drainage plan reproduced below, which equates with the existing building. There was a two-year period before J. Chapman & Sons were listed in the directories at the property.²⁷



Plan of Drainage, detail plan no. 2778, dated June 1932 Various connections and fixtures detailed right of frame (Source: South East Water)

In late 1947, another transport company, Garret & Griffiths, acquired the place. At this time, their partnership was dissolved, with John Raikes Garrett retaining the business name:

NOTICE is hereby given, that the PARTNERSHIP heretofore subsisting between ... John Raikes Garrett and Jack Griffiths, carrying on business as carriers and transporters of racehorses and other live stock, at 761 Glenhuntly road, Glenhuntly, under the name of "Garrett and Griffiths," has been DISSOLVED by mutual consent ... All debts due to and owing by the said firm will be received and paid by the said John Raikes Garrett, who will continue to carry on the business under the name of "Garret and Griffiths." at 911 Glenhuntly road. Glenhuntly [the subject place].²⁸

²⁵ City of Caulfield rate book, 1931-32, entry nos. 579-580. NAV refers to Net Annual Value – the amount that a property or a piece of land could likely earn in rent over a year.

²⁶ City of Caulfield rate book, 1932-1933, no. 581

Sands & McDougall's Directory, 1935, p209. They were not listed in 1933, p209

²⁸ 'Law Notices', *Argus*, 2 December 1947, p11

Garrett had presumably been an employee of the Chapmans as he had been listed at the place (then 911 Glenhuntly Road, no. 1259 by 1965) in 1938.29 After purchasing the property, he resided there.30 Garrett's company was variously listed as cartage contractors or horse transporters in the Sands & McDougall's Directories.31

By 1970, it appears that the building's function as a garage had ceased with residents only listed in the *Directory*.³² Garret & Griffths retained ownership until at least 1972.33



1945 aerial photograph with the Former Motor Transport Co. building identified by the red arrow. Note the wide crossover. (Source: Melbourne and Metropolitan Area Project, no. 5, Run 15, Frame 57775, Landata)

Motor Vehicles and Transport Services

'Horseless carriages' (motor vehicles) first appeared in Melbourne during the 1890s and were instantly popular with 'adventurists'. An Automobile Club was formed in 1904, and by 1914, usage had increased to such an extent that Melbourne City Council introduced various by-laws directed at motorists (drive on the left-hand side of the road, indicate stops and turns, and carry a red light, etc.). The 1920s saw a rapid increase in the number of vehicles - from 70,000 in 1924 to 154,000 in 1929 though the growth of car ownership slowed during the 1930s and remained the preserve of the prosperous classes.34

²⁹ Sands & McDougall's Directory, 1938, p1372

³⁰ Sands & McDougall's Directory, 1950, p276

³¹ Sands & McDougall's Directory, 1960, p264; and 1965, 276

³² Sands & McDougall's Directory, 1970, no 1259, p143; and 1974, no 1259, p221

³³ Plan of Drainage, plan no. 190467, South East Water

³⁴ Graeme Davidson, 'Motor Cars', eMelbourne, the city past and present, Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

While private car ownership remained out of reach for the majority of people during the interwar years, a large number of motor operators emerged to provide as-needed transport services: 'petrol sales, vehicle repairs, a driving school, a 24-hour chauffeur service, either with the garage's cars of the client's vehicles stored on the premises – and organised chauffeured tourist parties on interstate trips.'35 Such small-scale, often family-operated, enterprises remained common in most metropolitan areas into the early 1950s.

J. Chapman & Sons

The Chapman business commenced on the major thoroughfare of Mt Alexander Road, Moonee Ponds, around 1919 when it was identified as 'J. Chapman, motor repairs'. It was listed as J. Chapman & Sons from 1921.³⁶

Success appears to have been readily attained, as Chapmans' business received generous press coverage. For instance, in 1925, *Smiths Weekly* ran a piece about their high-quality fleet of cars:

Mention of Sir Joynton Smith's car number; 4444, reminds me of a firm of garage proprietors, J. Chapman & Sons; of Moonee Ponds (Melb.). It is the policy of this firm to have the figure 4 included in their car numbers as much as possible, instances of which are 6444, 7444, 14444, 17444. This serves as an advertisement, as many people, on seeing a car bearing these, or similar numbers, instantly say, "That's one of Chappy's".

Incidentally, less than ten years ago, Chapman, senior., was a cab proprietor. To-day, he and his sons run about 10 cars, and there are no rattling buses about them either. Their fleet consists mainly of good British and Continental jobs. Two of their Minerva limousines are among the finest looking cars in Melbourne.³⁷

Later that year, the Chapman family had set up a proprietary company:

J. Chapman and Sons Pty. Ltd. motor garage proprietors. Formed to purchase and acquire the business of J. Chapman and Sons. Reg. office: 301 Mt. Alexander road, Moonee Ponds. Capital: £10,000 in £1 shares. Directors: John Henry Chapman, Charles Cyril Chapman, Frank Gordon Chapman.³⁸

The firm's enterprises were varied, ranging from running 'Christmas Tours' to Gippsland and Sydney in a 'big Minerva car' to private chauffeuring services.³⁹ However, their core work appears to have been the specialised transport of horses and livestock, which included the development of specially built, then huge, interwar vehicles:

The accompanying Illustration depicts a well-finished and outstanding horse-box constructed for Messrs. J. Chapman and Sons, Moonee Ponds, Victoria. The capacity of this horse-box is for the accommodation of six racehorses; and it is the largest of its kind yet constructed in Australia ... In addition to being used for the transport of horse, the body is so designed that it can be used for the carriage of cattle and sheep. This is made possible by the removal of special partitions, which are used when the horses and being transported. ⁴⁰



Horse/livestock transporter, J. Chapman & Sons. (Source: Sunday Times, 11 November 1928, p9)

Julie Lord, 'Book Review: A Spanner in the Works', Spirit of Progress, issue 79, vol. 20. No.4, Spring 2019, p16

³⁶ Sands and MacDougall's Directory, 1919, p495; 1921, p513...

³⁷ 'Melbourne Firm Uses Number as Advertisement', Smiths Weekly, 31 January 1925, p24

³⁸ 'Company News', *Herald*, 6 July 1925, p18

³⁹ Argus, 2 December 1925, p32

Sunday Times (Perth), 11 November 1928, p9

A 1931 article, written just before J. Chapman & Sons expanded to Carnegie, described further details about the company's association with the racehorse industry, and Phar Lap in particular.

Since motor transport has become such an important feature of racing, one of the best-known float drivers in Melbourne, Mr Stanley Boyden, who has the distinction of always having driven Phar Lap, also many other notable racehorses.

Mr Boyden says that he has driven Phar Lap many thousands of miles in Victoria, and after his long experience with horses, considers he has the most even temperament of any thoroughbred he has encountered.

Mr Boyden has been associated with two Melbourne Cup winners, Phar Lap and Spearfelt. He has driven for his firm, J, Chapman and Sons, many good racehorses, including Amounls, Ammon Ra, Nightmarch, Chatham, and Denis Boy. 41

Garret & Griffiths

Garrett & Griffiths had been operating since 1945 at 761 Glenhuntly Road, then just west of the corner with Booran Road, at least according to their advertisements in a sporting journal for racehorse transport service at Flemington, Caulfield and Mentone. They offered two, three and six-horse floats and would meet trains and boats. 42 They also provided interstate transportation, for instance in 1950 to Adelaide. 43

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

- 3.0 Connecting Victorians by Transport and Communications (3.4 Linking Victorians by road in the twentieth century)
- 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)
- 9.0 Shaping Cultural and Creative Life (9.1 Participating in sport and recreation): The presence of the Caulfield Racecourse created something of a ripple effect as related activities and business radiated into the environs. (p123)

Comparative Analysis

The Former Motor Transport Co. building is a purpose-designed commercial garage/residence with a restrained yet eclectic character that references both the Georgian Revival style and the ideology of the Arts & Crafts Movement. The associations of the primarily domestic and urbane Georgian mode with such a commercial/light industrial building are unusual, particularly in Glen Eira. Given its relatively narrow façade, Georgian elements have only been sparingly applied but are expressed in the symmetrical façade configuration and overall repose. More typical of the period, the Former Motor Transport Co. also exhibits the pervasive influence of the Arts & Crafts Movement, conveyed by the exposed rafter ends, walls of unpainted brick, and the prominent shingled skirts to the pair of oriel bays.

There are few comparable places in the Heritage Overlay (HO) to the Glen Eira Planning Schedule to the Former Motor Transport Co. building. There are only two known former garages affected by a HO in the municipality. Both have markedly different presentations:

- Caulfield Motors, 20-22 Derby Road, Caulfield (contributory, part of HO71). A broad single-storey garage constructed circa 1913 with a striking Free Style parapet; however, its façade is fairly modified.
- Former E K Motors, 258 Glen Eira Road, Elsternwick (HO24). A distinctive two-storey Old English style former garage (with conjoined shops), built in 1935 to the design Archibald Ikin.

As noted, the Georgian Revival style is rarely employed at commercial or light industrial designs in the district. Some of the more notable examples of this design mode at larger residential buildings are:

Rothesay Court Flats, 6 Sidwell Avenue, St Kilda East (HO64). A substantial interwar block of hipped-roofed flats, built between 1928 and 1931, in red brick and render. It has repeated Georgian Revival treatment to all elevations, such as quoining, rendered faceted bays, symmetry, and the employment of Tuscan order columns for entry canopies and porticos.

^{&#}x27;Spring Carnival Jottings', Herald, 6 November 1931, p13

⁴² Sporting Globe, 12 September 1945, p5. They were not listed in the 1942 Sands & McDougall's Directory at that location but were listed at 17 Mimosa Road, Carnegie (p1406).

⁴³ Sporting Globe, 29 July 1950, p11

- The Pines Doctor's Residence and Surgery (Former), 181 Koornang Road, Carnegie (HO173). A two-storey hipped building with clinker brick walls and symmetrical façade, constructed circa 1938. Decorative details include multipaned windows, a recessed porch with a circular arch, hipped bay windows with French doors, and a cantilevered balcony. It is indicative of the two-storey Georgian Revival style variant. A pair of Canary Island date palms are located in the front garden, reinforcing the well-to-do character of the site.
- 30 Elizabeth Street, Elsternwick (within HO72, Elsternwick Estate and Environs). A commodious two-storey house with a
 marked hybrid expression for the municipality, built 1936. The Georgian character is conveyed by its hipped roof (slate
 cladding), symmetrical composition, and smooth rendered walls. The mass employment of tapestry bricks (columned porch
 and plinth) is suggestive of the Tudor Revival idiom, while horizontal glazing bars hint at the Moderne. A good example of
 the design eclecticism that characterised the late interwar period in the area.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 31, dated 1990:

N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy systems controls	Yes
Outbuildings and/or Fences	No
Prohibited Use	No
Aboriginal Place	No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 1259 Glenhuntly Road, Carnegie, as defined by the title boundaries.



Recommended extent of the overlay (Source: Nearmap, December 2021)

ST ANTHONY'S CHURCH & FENCE

Address 172 Neerim Road, Carnegie

Significance Local

Construction Dates 1918-19, 1962 + 1967 (church) and 1950 (fence)

Period Early Interwar and Postwar

Date Inspected Late 2019



Statement of Significance

What is Significant?

St Anthony's Church and Fence at 172 Neerim Road, Carnegie, is significant to the City of Glen Eira. The two phases of church construction (1918-19, 1962 and 1967) have associations with notable and respected architects – Schreiber & Jorgenson and T. G. Payne. Both of whom were well-versed in religious design, especially that relating to the Catholic Church.

All construction phases of *St Anthony's Church* are significant (1918-1919, 1962 and 1967). Elements that are significant are the roofs (including side cupolas, slate and copper cladding or the like), crosses, red brick walls, fenestration pattern, windows with decorative glass, and the frontage with marble (to the platform, striped cladding and entry grille).

The limestone *Fence* (1950), extending the entire length of the property's west and south frontages (Grange and Neerim roads), and the decorative metal gateways are also significant.

The school buildings north and east of the church are not included in the extent of the heritage overlay.

How is it Significant?

St Anthony's Church and Fence is of local historical, social, rarity, and aesthetic significance to the City of Glen Eira.

Why is it Significant?

St Anthony's Church is of historical and social significance, having been a place of worship and a cornerstone of the local Roman Catholic community for over a century. The prolonged completion of this substantial edifice – over four decades and without government support – is illustrative of the growth and community strength of the Catholic faith in the district and their commitment, through energetic fund-raising campaigns, to the activity of church building. The involvement of notable architects well-versed in ecclesiastical designs, Schreiber & Jorgenson (1918-19) and T. G. Payne (1962, 1967), in the two phases of St Anthony's development is also of importance. (Criterion A and Criterion G)

St Anthony's Church is of aesthetic significance as a landmark due to its grandeur, architectural distinctiveness, and location on a prominent corner within the Carnegie area. Despite its multi-staged construction with differing design modes, the original concept of Schreiber & Jorgenson has largely been retained. Their adoption of a primarily Romanesque style is reflected in the repeated semi-circular arches, while the cupolas (domes) to the side entrances express Byzantine influences. The Modernist façade, later integrated by T. G. Payne, is distinguished for its bold striped materiality, extensive employment of white marble, and bespoke fittings. Such a stylistic amalgamation is unusual for a church in the municipality. The imposing entrance is of particular note and bestows a heightened sense of monumentality on the building while clearly articulating its function as a church. (Criterion E)

The Fence that runs the street boundaries of St Anthony's Church is a rare example of an intact limestone perimeter boundary in the municipality at this scale. It displays a high level of stonemasonry skill, while the decorative metal gateways are good examples of their type. The extensive use of limestone for a fence is also likely unprecedented more broadly in Melbourne. (Criterion B and Criterion E)

Description

St Anthony's Church occupies a sizeable rhomboidal-shaped site located at the northeast corner of Neerim and Grange roads. Only the church, which is located at the southern end of the site, and limestone fence are included in the heritage overlay (HO).

The church was built in three stages – 1918-1919 (southern half), 1962 (northern half), and 1967 (façade alterations). Externally there is little to distinguish between the two halves of the side elevations, as the 1962 addition generally continued the earlier detailing. However, in 1967, the façade/southern elevation was transformed with its Modernist, marbled gabled entrance and the west side entrance was partly modified to match.

The original *St Anthony's Church* was designed in a broadly Romanesque manner that also incorporated elements of Byzantine influence. This design mode is now less apparent due to the facade modifications, which initially featured two domed towers. These prominent, now lost elements were referenced during the 1962 phase of works with the inclusion of copper-clad domes for both side porches.

The Romanesque style developed in continental Europe from about the 10th century with a marked revival occurring from the 1830s. It is characterised by semi-circular arches, barrel vaulting, and robust brick simplicity. In England, Westminster Cathedral, London (1895-1903), designed by John Francis Bentley, was a notable international precedent, as was the famed North American architect Henry Hobson Richardson's work in the commercial and public spheres. In Australia, the heyday of the Romanesque idiom for religious design was 1890 to 1940, albeit it was generally less popular than the Gothic style.¹

The main body of the church consists of a nave terminating in a faceted altar at the north end. The mostly gable roof is slate-clad, with a slight variation in colour between the tiles of the two halves. The red brick walls in English bond (alternating courses of headers and stretchers) are defined at the upper edge by a dentillated cornice. The walls are divided into bays by buttresses. Each bay has an elongated window with a rendered round arch head and sill. The windows include decorative glass (leadlight

John W. East, Australian Romanesque – A History of Romanesque-inspired architecture in Australia, Thesis, University of Queensland, 2016, p1. Interestingly, the well-known basilica in Padua, Northern Italy, that is the namesake of *St Anthony's Church* is also an amalgam of stylistic influences, especially Romanesque and Byzantine.

and stained glass). Those to the west side feature iconographic imagery (various saints, etc.) and those to the east side include geometric patterns.²

There is a semi-circular porch with a domed roof and a curved concrete canopy to the middle part of the east and west sides of the nave. The geometric grille is similar to the front façade with large flanking oculus windows. On either side of the sanctuary, on both west and east elevations, are rooms (sacristies) with rectangular windows. At the north end (altar), there are curved concrete canopies to the smaller windows, also with stained glass, and a cross recessed into the wall.





St Anthony's Church, western elevation, north end.

St Anthony's Church, western elevation, south end.

The Modernist south-facing façade is distinguished by alternating stripes of red brick in stretcher bond and white veined marble (possibly Carrera). This tall frontage has a pointed triangular peak, suggestive of an abstracted Gothic influence, with a gable roof extending across its narrow width with a single pitch to the short upturns at both ends. The roof is clad in metal sheeting with a Verdigris/greenish tinge (indicating the presence of copper) and is surmounted by a cross in the same material.





Western elevation, side portico.

Southern elevation, light fixture.

A broad Romanesque (semi-circular) arched doorway is the only element to punctuate this large expanse of wall. Four archivolts (recessed arches) surround the door. In front is a metal entrance grille with rectangular marble panels and the stepped platform in front of the entrance is also clad in white marble. Bespoke light fixtures are located on either side of the entrance with chevron-shaped, white glass panes and a curved canopy surmounted by a cross. The metal frame and elements have a green patina, suggesting copper or bronze.

Two of the iconographic windows were manufactured by Mayer & Co. of Munich and are thought to have been installed during the 1930s. ('The mystery of the stained-glass windows of St Anthony's, Glen Huntly', *Kairos*, vol. 24, issue 9, available online)

While the form of the façade is distinctive and freer than traditional ecclesiastical design, it is in keeping with a common approach for the design of churches of the period, continuing a strong vertical emphasis.³ It references the earlier frontage but is distinguished by its dramatic form. In scale, it is reminiscent of a *westwork* (or *westwerk*), a common feature of medieval German churches,⁴ which typically consisted of multiple storeys between two towers.

Flanking the main part of the façade are original faceted bays with stained glass windows and a roof clad with a Verdigris patina to the metal sheeting, which presumably replaced the original slate.





Southern elevation, Marble to the entry and alternating vertical bands.

Southern elevation, upper part.

The interior of *St Anthony's Church* was remodelled with its completion in 1962. This modification introduced extensive employment of marble – white (pulpit, side altar) and pink (altar, baptismal font). A parabolic arch, a common motif in the late 1950s/early 1960s, defines the high altar area. Timber is extensively used, for instance, a high dado, gallery, cornice, and pews. The ceiling features protruding panels and bespoke pendant light fitting in bronze or similar.

The fence is believed to be of limestone, which is relatively uncommon for Melbourne and extends the full length of both the Neerim and Grange roads frontages. It is about a metre in height except for the taller piers at the various pedestrian and vehicular entries. The limestone is regularly coursed with rock-faced, ashlar blocks, and a wider coping course. Puncturing the fence are several paired, decorative metal gates, with the vehicular set to Neerim Road surmounted by a cross.







Limestone fence to Grange Road.

R Apperly et al, *Identifying Australian Architecture*, Sydney 1989, p231

Westwerks were a common feature of Carolingian, Ottonian and Romanesque churches.

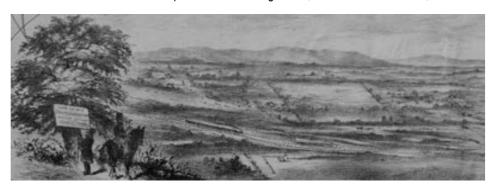
History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.⁵ The majority of the southern half was made available as large block holdings from May 1853.⁶ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁷ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁸

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁹ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.¹⁰ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.11

While the historical borders of Carnegie have fluctuated, the area bound by Grange and Koornang roads has long been associated with the suburb. Much of this area was given over to 'Leman Swamp', a natural marshland, well into the late 19th century.

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

⁶ 'Advertising', Argus, 27 May 1853, p9

⁷ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

This ground was a key part of the property portfolio of the insurance agent-cum-speculator William Murry Ross (1825-1904), an English migrant who by the mid-1860s had accumulated one-fifth of the Caulfield district, including all of what is presently known as Carnegie. ¹² In an early act of private town planning for Melbourne ('the establishment of a township through individual enterprise'), Ross publicly declared his intention in 1875 to found the new suburb of 'Rosstown', the centrepiece of which was to be an industrial-scale beet sugar factory, centred in Leman Swamp:

The estate upon which it is proposed to lay out the new town is situate [sic] about six miles from Melbourne, and may be reached with equal facility by road or rail. It stretches right across the shire of Caulfield. The Glen Huntly-road ... passes through the new suburb, and at its highest point, overlooks the Bay and the widely extending suburbs of the city in the direction of Brighton and St. Kilda. The estate consists of about 1000 acres, the greater proportion of which is good soil, fairly grassed, and well though not heavily timbered, and presenting the appearance of open park land.

The proposal is to sell the more elevated and picturesquely situated portions for the purposes of private mansions and suburban villas, and to lay out the township in the vicinity of the site selected for the new sugar works ... Near this spot there is a natural depression in the ground, which in winter receives the water flowing from the surrounding watershed. This it is intended to deepen and embank so as to form an ornamental lake, thereby rendering it an attractive feature no less than a useful adjunct both to the works and the township.¹³

From the beginning, sluggish land sales and Ross's overstretched finances bedevilled the scheme and his most ambitious project, the laying of the private Rosstown Railway line between Oakleigh and Elsternwick stations (essentially redundant at its completion in 1888). Despite the onset of the 'land boom' and the efforts of Ross's creditors to make available vast tracts of the estate, development was meagre and mainly restricted in the vicinity of Carnegie railway station, which was named Rosstown, like the locale, until 1909.¹⁴

Compared to the faster-growing western sections of the district, the locality remained a chiefly semi-rural landscape until around WWI, when better transport services assisted in a surge of residential growth; fuelled, it was reported, by 'overflow population' from Malvern and Prahran. By 1919, the *Herald* could reflect on the 'remarkable' and 'rapid' suburbanisation of the area, its 'large open paddocks' now cloaked in 'thousands of modern dwellings' with a dedicated, well-patronised retail strip along Koornang Road. Another surge of growth was evident from the early 1950s as remnant market gardening land was given over to housing and flat development.



'Rosstown Sugarworks'. Quickly abandoned and demolished in 1908. (Source: *Australian Sketcher*, 8 June 1876, p5)



Photograph of the disused Rosstown Railway line. (Source: *Australasian*, 7 September 1907, p28)

Des F. Jowett and Ian G. Weickhardt, *Return to Rosstown: Railways, land sales and sugar beet ventures in Caulfield*, Mordialloc, Rosstown Historical Research Group, 1978, p16; and 'Carnegie', *Victorian Places*, 2014, available online

¹³ 'The New Suburb of Rosstown', *Age*, 29 June 1875, p3

The name Rosstown, by this point, had fallen well out of favour. There is speculation that 'Carnegie' was selected by the residents, at the behest of the progress association, so as to entice funding from the deep-pocketed American Carnegie Foundation.

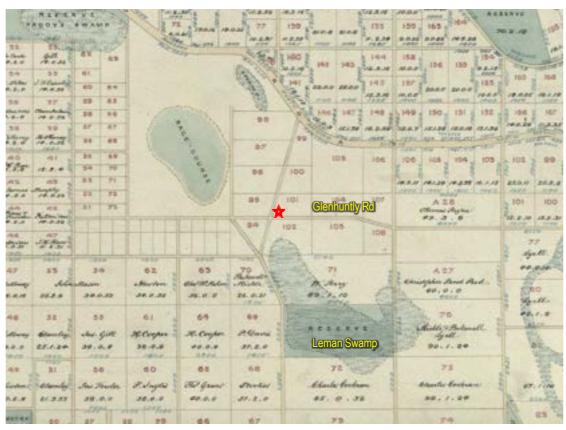
¹⁵ Beyond Caulfield', *Herald*, 18 September 1913, p4

¹⁶ 'Real Property', *Herald*, 12 June 1919, p14

¹⁷ Carnegie, 'Victorian Places', 2014, available online

Place-Specific

The subject land – part of an extensive heathland between Dandenong and North roads – formed part of a considerable stretch near the centre of the Caulfield district reserved by the Crown for recreational use.¹⁸ This area included wetlands, namely Paddy's Swamp (now Caulfield Park) and Black Swamp (now East Caulfield Reserve), and an expanse of 'flat sandy scrub', known initially as the 'The Heath' (proclaimed as the Caulfield Racecourse in 1859).¹⁹ However, by March 1857, the land east of Queens Avenue (to Koornang Road) had been excised from the reserve and surveyed, and Grange Road extended to Dandenong Road.²⁰ Peter A. C. O'Farrell, one of mid-19th century Melbourne's largest property owners, purchased Crown Allotment 101, which included the subject land, likely around February 1858.²¹



Extract from 1865 Parish of Prahran with the approximate location of the subject land indicated. (Source: Thomas H. Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

By 1865, Robert Byrne had acquired many of O'Farrell's holdings in the area, including the subject land.²² Crown Allotment 101 was then sold to the Freehold Investment and Banking Company in 1886, one of the considerable speculative land/development enterprises at work in the district over the 'Land Boom'. ²³ The company's liquidators subdivided this holding in 1907, offering

The Caulfield district was first surveyed by Henry B Foot in the early 1850s, likely on the instructions of Victoria's first Surveyor-General, Robert Hoddle (appointed 1851). Foot's subsequent survey of the central and eastern portion of the district was issued in 1856 (*Plan of the Parish of Prahran, Country of Bourke*, 1856, SLV). The majority of initial sales took place between 1854-64. (Peter R. Murray and John C. Wells, *From sand, swamp and heath: A History of* Caulfield, J & D Burrows, 1980, p2) See also 'The Swamps at Caulfield', *Argus*, 2 June 1860, p4

¹⁹ 'Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referred to the central part of the reserve and was used into the 20th century.

Suburban Allotments in the Parish of Prahran At Caulfield, March 1857, SLV, BIB ID 1294024

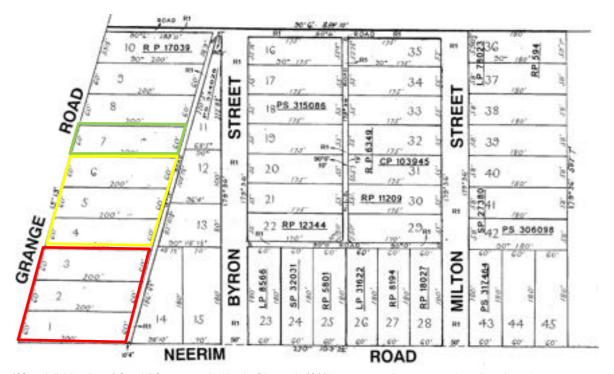
An Irish immigrant, O'Farrell (circa 1828-1898) was the brother of Henry James O'Farrell, who attempted to assassinate the Duke of Edinburgh at Clontarf, Sydney, in 1868. The date of purchase is estimated from O'Farrell's purchase of Allotment 97, which also stemmed from the sale of past reserve land, and is dated on the *Parish of Prahran, East of Elsternwick* (also including 'at Caulfield' area, north of Glenhuntly Road) (Landata, Put-away plan, P81 [11])

²² Certificate of Title, vol. 116, folio 121

²³ Certificate of Title, vol. 1539, folio 615 and vol. 1539, folio 617

large diagonal orientated allotments to Grange Road, which created the distinctive triangular configuration on the west side of Byron Street.

The Roman Catholic Trusts Corporation for the Diocese of Melbourne acquired the subject land in two stages. In July 1911, the three southernmost allotments (nos 1-3) were purchased, with the northern three procured in October that year (nos 4-6).²⁴



1907 subdivision. Lots 1-3 and 4-6 were acquired by the Diocese in 1911 in two stages. Lot 7 was purchased at a later date. (Source: Landata, LP 4790)

The first building erected on the site by the Diocese was the brick school. It was first identified in the 1911-12 Caulfield rate book with a NAV of £75, some three to four times that of other nearby buildings. The building was substantial, designed to accommodate between 200 and 300 children.²⁵The priest was P. Cremin, who was then residing at the presbytery in East Malvern.²⁶ The first directory listing was in 1913 with the school mistakenly named St Andrew's Roman Catholic school and with Sister Michael noted as headmistress. In the following year, the name was corrected and Cremin was nominated as being in charge.²⁷

At the start of May 1915, it was reported that the presbytery was nearing completion (since demolished.²⁸ A contemporary MMBW plan (below) shows the relationship between the completed school and presbytery at the edges of the property, allowing for the presumably anticipated church to take the prominent corner location. The brick school had a recessed porch to the west side and two small timber attachment sections and a toilet block to the north.

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²⁴ Certificate of Title, vol. 3520, folio 844; and Certificate of Title, vol. 3545, folio 923

²⁵ 'St Anthony's Glenhuntly', *Advocate*, 17 November 1917, p29

²⁶ City of Caulfield rate book, 1911-12, entry no. 306

²⁷ Sands & McDougall's Directory, 1913, p204; and 1914, p216

^{&#}x27;Glenhuntly', Moorabbin News, 1 May 1915, p5



MMBW plan no. 2542, Caulfield, 1915. St Anthony's site outlined (Source: SLV)

By 1916, with the dramatic increase in the congregation, the lack of a dedicated church was being sorely felt by the local Catholic community; however, the debt of the first two buildings at the site inhibited new construction. This obstacle began to be actively addressed by the parishioners:

Fr. Cremin's transference to the district quickly made a stir, and in a very short time he built a school, with provision for Mass on Sundays. The parish thereupon grew so rapidly that it was deemed expedient in the early part of last year to create a separate mission of St. Anthony's, with Fr. Cremin as pastor. With great zeal the parishioners set to work, and built a presbytery, but the debt on the parish grew considerably. To reduce this debt the present effort is being made. The matter is a most urgent one for them, as the parish has increased so largely that it is difficult to find accommodation at Mass in the present school, and a church apart from the school is becoming a vital necessity ... It is expected that the final result of the effort will mean a considerable reduction of the heavy debt, and make the way clear for the commencement, at an early date of the church of which the parish is so badly in need.²⁹

Fundraising efforts to remove debt continued into 1917 and a contemporary article highlights how such debt was more common for Catholics, as they maintained a strong system of their own parish schools in order to provide religious education, which did not receive government support:

A grand garden fete and carnival for the raising of funds towards reducing the heavy debt on the parish of St. Anthony's, Glenhuntly ... [It was also emphasised] why Catholics had so often to make these appeals, in that Catholics, before they built a church, had to build a school, and after having built it, had to equip it, and after that, had to maintain it. That was a burden which was not borne by non-Catholics, as the State built and maintained the schools to which they sent, their children. The financial result exceeded the most optimistic anticipations, over £500 being taken.³⁰

By August 1918, these concerted efforts had been fruitful as plans for a church had been submitted to the Public Health Department.³¹ Archbishop Mannix was to lay the foundation stone on 29 September 1918 for what was being deemed a fine edifice:

²⁹ 'St Anthony's Glenhuntly', *Advocate*, 14 October 1916, p14

^{30 &#}x27;St Anthony's Glenhuntly', Advocate, 17 November 1917, p29

PROV, Public Building File, VPRS 7882, P1, Unit 672

The Rev. Patrick Cremin, P.P., has, with the generous co-operation of his people, undertaken the erection of what will be, when completed, one of the finest and most devotional churches in the Melbourne suburban radius. It is a felicitous circumstance that the foundation-stone of the church under the invocation of St. Anthony, who, like St. Vincent de Paul, is known as "the Apostle of Charity." 32

The ceremony was delayed for about six months:

The memorial stone of St. Anthony's new church, Glenhuntly, will be laid on Sunday, the 30th March [1919], by his Grace the Most Rev. Dr. Mannix, Archbishop of Melbourne. Particulars as to train service, etc., are given in our advertisement columns. It will be remembered that dates for this ceremony have been fixed twice previously, but owing to unavoidable circumstances the ceremony could not be performed. On the first occasion the esteemed pastor, Rev, P. Cremin, was stricken with a serious illness a few days before the appointed time, and on the second occasion the outbreak of the influenza epidemic caused the function to be abandoned. Those who attend on Sunday next will have the pleasure of seeing the church in an advanced stage of completion, and will get an idea as to the beauty of the church when finished.³³

A contemporary article provided extensive details about the ceremony, rapid development of the parish and the site, and details about the church under construction to the design of the architects Schrieber & Jorgensen.³⁴

Despite the Inclement weather, an immense gathering from the metropolis and the suburbs, estimated at 5000 ... The complete plans provide comfortable seating of 1000 people ...

A good idea of what this parish church will be like was able to be formed on Sunday, and unfeigned admiration was expressed at the beauty of its design and finished workmanship. The pastor is providing not only for the present, but for the future, of this rising and progressive district.

It was not ten years ago when there were only a few Catholic families in the district, and they had to attend Mass at St. Finbar's (Brighton), St. Mary's (St. Kilda), or St. Stephen's (Oakleigh). In course of time, when the people of the city turned their attention to this rising and progressive place—(applause)—provision had to be made for their religious requirements.

Some seven years ago there were only fifteen Catholic families in the place, and they were obliged to go to East Malvern for Mass. That was by no means a light task for the mothers and their children. Hence, they looked around for a site for a school-church. The first thing done was to purchase the ground for £1000, the church-school cost £3000, and presbytery and furnishings £1000. The portion of the church now being built would cost £4300. Finding the school-church far too small to accommodate all the people, the new church was started. It will be a credit to the people, and a landmark in the district. The people have handled the task well. Though few in numbers, and by no means rich, they have shouldered the debt.

In June last, when it was determined to build a new church, the total liability on the parish was £1870. A queen competition was launched, which realised £1037. At the same time, a direct appeal was made to the parishioners, and promises were given amounting in the total to £1400. Of these promises, £836 had been paid up to Sunday, so that on that day the whole of the debt on the old buildings had been completely wiped out, and the way made clear for an attack on the fresh debt which is being incurred on account of the new church. Sunday's collections made a good opening to this campaign, the total realised being £324.

The above picture [see below] of the new St. Anthony's Church, Glenhuntly, furnishes a striking Instance of the growth of Catholicity In the outer suburbs. The building, the first portion of which is in course of erection, is designed after the fashion of the Romanesque style of architecture. The exterior is of red brick and cement dressings. The side walls, with plain square buttresses, present a very solid appearance, in keeping: with the style. The two square towers; on either side of the main front gable, finished with copper domes, make a very Imposing front. The roof is to be covered with slates.

The interior will be lofty and airy. The walls at aides will have panelled dado seven: feet high of mountain ash, with plaster above. The ceiling is lined with Tasmanian hardwood formed into panels. The ceiling is taken up to with eight feet of the apex of roof, showing the wood principals. Careful attention has been paid to ventilation. In addition to the usual hopper inlet vents, provision has been made for opening lower portion of side windows to admit a greater quantity of air when occasion requires. The work is being carried out on the day labour system to plans under the supervision of Schreiber and Jorgensen, architects, Collins House.³⁵

³² 'St Anthony's New Church, Glenhuntly', *Advocate*, 21 September 1918, p14

³³ Advocate, 29 March 1919, p14

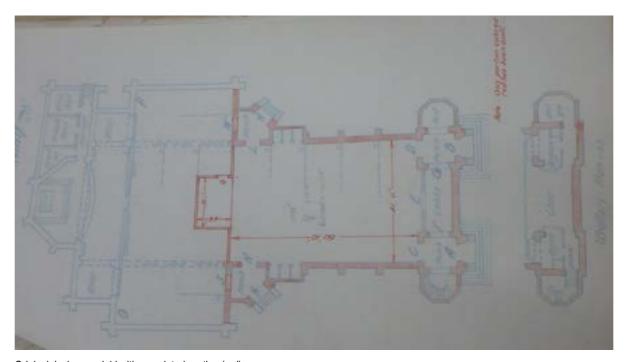
³⁴ Inscription, stone plaque

^{35 &#}x27;St. Anthony's New Church, Glenhuntly' Advocate, 5 April 1919, p13



St Anthony's Church, original perspective. (Source: Advocate, 5 April 1919, p13)

The church was completed by 1920, when it was listed as St. Anthony R.C. Church in the directory.³⁶ Only about half of the envisaged church was constructed at this time, and it was to remain so for over four decades, with a temporary timber end/north wall. The following plan shows the relationship between what was constructed and what was planned.³⁷

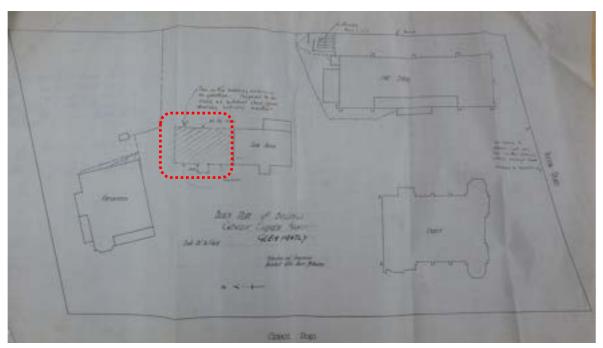


Original design overlaid with completed section (red). (Source: PROV, Public Building File, VPRS 7882, P1, Unit 672)

Sands and MacDougall's Directory, 1920, p244 PROV, Public Building File, VPRS 7882, P1, Unit 672 37

The partnership of Schrieber & Jorgensen was formed about 1914 by Robert Schrieber and his nephew Ole Henry Jorgensen.³⁸ It lasted in actuality for some 15 years before the partnership was dissolved in 1931 with Schrieber's retirement. Jorgensen continued to practice under the name of Schreiber & Jorgensen.³⁹ The practice designed two notable, early bungalows in the Footscray area soon after completing St Anthony's – the *Pebbles House* and *Nundah.*⁴⁰ They undertook many projects for the Catholic Church, notably the High Renaissance influenced Xavier College Chapel, Barkers Road, Kew (1927-34), Our Lady of Lourdes, High Street, Prahran (1934), and St Francis monastery, Melbourne (1937).⁴¹

Schrieber & Jorgensen also undertook other works for St Anthony's during the 1920s. In 1923, they designed an additional class room that was added to the north side of an existing clubroom (now demolished), which had been located in the middle of the site. ⁴² It may not have been completed until 1926 when a ceremony was held at the opening of a new school. ⁴³ The architects were responsible in 1924 for the extant St Anthony's Hall with three shops attached on the opposite side of Grange Road, also at the corner of Neerim Street. ⁴⁴



1923 site plan, showing additional classroom that was constructed at this time (Source: VPRS 7882, P1, Unit 226)

There was little further change at the site until after WWII as indicated in aerials from 1931 and 1945 (following). The original/southern half of the church, main school building and presbytery are evident in the 1931 aerial, as is the hall and shops on the other side of the Grange Road.⁴⁵

East Melbourne Historical Society, entry for 9 Palmer Street, Jolimont, available online. Ole (1889-1978) has the elder brother of Justus, who also trained as a draughtsman before establishing the artists' colony at Monstalvat, Eltham. Dates for Schrieber are not known.

³⁹ 'Public Notice', *Herald*, 16 June 1931, p18; Schrieber had been active at least since 1900, at which time he was in another partnership with John Edmund Burke (*Geelong Advertiser*, 24 April 1900, p1)

Respectively 57A Droop Street, Footscray (1920) and 600 Barkly Street, West Footscray

VHD database; Australian Architectural Index, record no. 35991

PROV, Public Building File, VPRS 7882, P1, Unit 226

^{&#}x27;St. Anthony's Parish, Caulfield East' *Advocate*, 18 November 1926, p20. Shortly afterwards a fete was also held to help reduce the parish debt.

PROV, Public Building File, VPRS 7882, P1, Unit 228. The hall and shops at 164-168 Neerim Road, Caulfield East, have been partly altered. The corner shop in particular retains many original elements (shopfront with decorative glass, tiling). The hall is partly obscured by additions but its core may be largely intact.

⁴⁵ *Maldon Prison*, Run 25, Frame 2477, Landata



1931 (November) aerial photograph with the subject place indicated. The building to the middle of the site, now demolished (arrow), was the clubroom and a school room. (Source: Landata, *Maldon Prison*, Run 25, Frame 2477)



1945 aerial photograph with the subject place outlined. The small, temporary timber sanctuary/altar is indicated. (Source: *Melbourne and Metropolitan Area Project*, no. 5, Run 15, Frame 57775, Landata)

The extant limestone boundary fence was constructed in 1950 as part of some works at the original presbytery noted in the rate books.⁴⁶ Presumably, the gates were commissioned at this time or soon after. The fence is evident on the 1956 aerial (below).⁴⁷

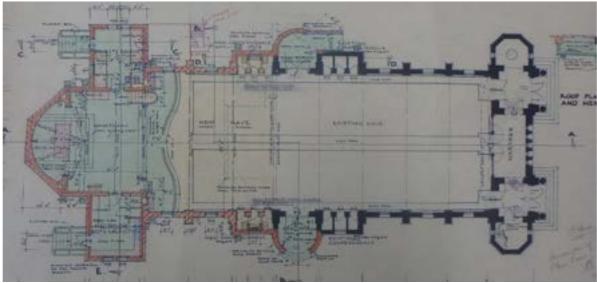


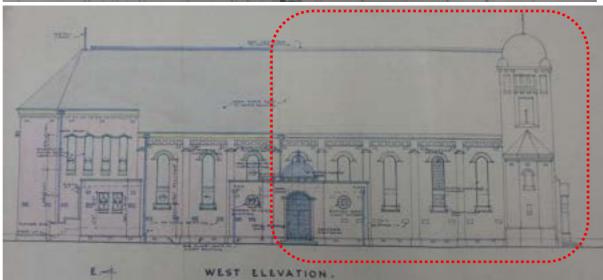
1956 aerial photograph. The stone perimeter fence is detectable. The original presbytery at the north end of the site still stood at this time (Source: *Melbourne Outer Suburbs Project*, No. 250, Run 15, Frame 73, Landata)

It was another ten years before any substantial project was undertaken at the site, but in 1962 the church was finally completed. The architect, T. G. Payne, revised the north end's original plan. While externally, the original detailing, for the most part, was matched, internally, a contemporary approach was taken.

Caulfield Rate Book, 1949-50, entry no. 2518. The works were noted on 7.10.1950 and cost £3700 (presumably in total).

On the 1951 aerial photograph (Landata, Melbourne and Metropolitan Project No.2, run 19), the perimeter planting evident on the 1945 aerial photograph had been removed. The fence presumably had been erected by this time but is less apparent.





(Above) T G Payne, 1962 site plan and west elevation. (Below) The extent of original church retained is outlined. (Source: Public Building Plans, VPRS 8044, Unit 104, PROV)

Comparison with original drawings shows that the length of the nave was increased, a new porch (with copper sheeting to the dome to match the original ones to the façade), and confessionals were added to each side. At the north end, there was a larger sanctuary with the priest's sacristy to the east and (altar) boy's sacristy to the west. A geometric screen grille and gate were added to the porches.

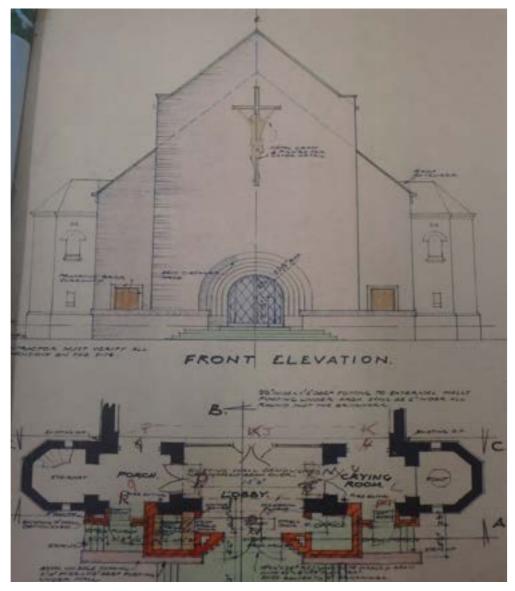
Payne was also engaged a few years later to remodel the front façade. In this instance, he designed a larger, more severe frontage in a contemporary, Modernist mode. The application for this phase of work was made in November 1966 and they were formally approved for opening on 21 December 1967.48 The new façade was blessed on 6 December 1967 by Archbishop Knox.⁴⁹ Some changes were made to the design from the proposed drawings which do not show the striped façade but rather a large sculpture of the Crucifixion was to dominate the upper part of the façade. In addition, slate was initially proposed for the roof of this section; however, metal sheeting with a bronze or copper finish was employed. In 1973, Payne also designed the cream brick Parish Centre to the east of the school at 172B Neerim Road, now employed as the club rooms attached to tennis courts. 50

⁴⁸ PROV, Public Building File, VPRS 7882, P1, Unit 672. Letter to Father Gleeson from Commission of Public Health

⁴⁹ Commemorative plaque in the church foyer

⁵⁰ PROV, Public Building Plans, VPRS 8044, Unit 104

Thomas George Payne was born in Prahran in 1906 to Elizabeth Anne Rose and Thomas Aloysius.⁵¹ His father was also an architect and the younger Thomas started his career working for him.⁵² Thomas G. Payne undertook extensive work for the Catholic church from about 1930 until at least the late 1960s, some in partnership – Payne & Dale, W. P. Connolly & T. G. Payne. Notable projects include the sandstone Gothic Style, Catalan (Spanish) influenced St Monica's, Mount Alexander Road, Moonee Ponds (1934-41);⁵³ completion of the spires and lantern at St Patrick Cathedral, East Melbourne (late 1930s) with Connolly;⁵⁴ and the church at Newman College 1939-42 (Connolly, Dale & Payne).⁵⁵ Over the course of his career, Payne was influenced by a broad range of English, French and Spanish precedents, including the Gothic, Spanish Mission and Baroque styles. A fine example of the Baroque style is the enlarged and remodelled façade of St Thomas Church in Bromby Street, South Yarra (1954).⁵⁶ Payne died in 1983 and was buried in the Brighton Cemetery (in Caulfield South).⁵⁷



New front (south) elevation and plan, 1967. (Source: PROV, Public Building Plans, VPRS 8044, Unit 104)

- Birth Certificate 29255/1906
- VHD, Citation for St Therese's Catholic Church Lincoln Road, Essendon
- Philip Goad, *Melbourne Architecture*, Sydney, 1999, p138
- ⁵⁴ Herald, 25 October 1939, p11
- Goad, Melbourne Architecture, p101
- ⁵⁶ 'Roman Catholics Transform Old Church', *Age*, 17 July 1954, p17. Here too, Spanish precedents were the primary influence.
 - Age, 8 November 1983, p20. Payne died on 31 October 1983; https://www.findagrave.com/memorial/158424182

Later changes at St Anthony's have included additions to the north end school building designed by A. A. Lennie in 1979, additions to southwest end of the school, and demolition of the original presbytery, the latter in conjunction with the acquisition of the adjacent bungalow at 74 Grange Road for that purpose.58

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

8.1 Maintaining a spiritual life

Comparative Analysis

St Anthony's is one of several brick churches dating to the early 20th century – late Federation or interwar period – included in the Schedule to the Heritage Overlay in Glen Eira. There is only one post-WWII example listed. Regarding scale, it is similar to St Aloysius and St Pauls, while stylistically, it bears some comparison with the smaller Church of Christ and St Agnes. Nevertheless, overall, the dramatic frontage renders St Anthony's a singular example in the municipality. In addition, it is the only example that includes a Byzantine influence.

- Former Uniting/Methodist Church, 254 Neerim Road and 1A Toolambool Road, Carnegie (part of HO47). The modest scaled 1914 church was the second on the site, but it has been partly altered, with its conversion to residential and commercial use with two tenancies. Designed in the Arts and Crafts style with round-arched openings, the corner building has red brick walls with render to the upper part and a broad slate clad roof with a front gable end with curved timbering and render. It has a central entry porch and a side tower with a gambrel roof surmounted by a fleche, which is an unusual feature.
- Church of Christ, 514 Dandenong Road, Caulfield North (HO20). Occupying a triangular site, the 1918 church has a combination of red brick and rendered walls with detailing associated with the Romanesque style (arched openings), albeit in a free manner. It has a striking front tower with crenulations and flanking curved walls.
- St Aloysius, 233 Balaclava Road, Caulfield North (HO77). Erected 1923-24, this substantial (Early) English Gothic style church in red brick features a corner tower (stone spire has been removed). The roof is clad in terracotta tiles and there is extensive use of stained glass.
- St Agnes. 114-116 Booran Road, Glen Huntly (HO96). This fine Italian Romanesque inspired 1924 church designed by Grainger, Little, Barlow & Hawkins has a prominent central tower/campanile with cross motifs in the brickwork and a rendered band of Lombardic arches. The gable roof is clad in terracotta tiles.
- St Stephens, 158 Balaclava Road, Caulfield North (HO8). Built for the Presbyterian Church in 1926 to a design by notable architect Robert Haddon, it has been classified as an example of the Arts and Crafts Eclectic style in red brick and render. It is distinguished by the idiosyncratic Gothic tracery and the bold incorporation of a cross motif in the facade.
- St Pauls Church and School, 122 Jasper Road, Bentleigh (HO120). The red brick and rendered school, opened in 1928, is indicative of the Collegiate Gothic style with its wide crenulated parapet. The cream brick church in a Gothic style with sandstone dressings to the openings is dominated by a tall corner tower designed by Stan Moran in 1960 and opened the following year. Typical of postwar design, it is restrained in its detailing and monumental in effect but is conservative in its

There are no known comparisons for the limestone fence in the municipality in regards material (masonry – stone or brick) and extent.

Previous Assessment

C grade (local significance)

And	rew	Ward,	City of	t Caultield	Urban	Conservation	ı Study	, field	survey	sheet	30,	dated	1990):
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8	Glen Eira Council, building file.

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls No
Internal Alteration Controls No
Tree Controls No
Solar energy system controls Yes

Outbuildings and/or Fences Yes (stone fence and gates)

Prohibited Use No Aboriginal Place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of *St Anthony's Church and the fence* at 172 Neerim Road, Carnegie, with a 5m buffer for the church building in the north and east.



Recommended extent of the heritage overlay. (Source: Nearmap, December 2019)

TUDOR REVIVAL PAIR

Address 1023 and 1025 Glenhuntly Road, Caulfield

Significance Local

Construction Dates 1938 (No. 1025) and 1940 (No. 1023)

Period Interwar

Date Inspected Late 2019



1023 (left) and 1025 (right) Glenhuntly Road

Statement of Significance

What is Significant?

The *Tudor Revival Pair* at 1023 and 1025 Glenhuntly Road, Caulfield, are significant to the City of Glen Eira. These two houses are believed to have been constructed by John Bertram Hobart, who operated J. B. Hobart Construction Co., a small building firm, in partnership with the real estate agent Horrie Amos. *Strathyre* at no. 1025 was constructed in 1938, while no. 1023 followed in 1940.

The significant elements of the *Tudor Revival Pair* are their intact gabled forms (with a catslide sections to no. 1023), variegated glazed terracotta tiles, chimneys, attic balcony (intact at no. 1025), gabled dormer windows, rendered and clinker/tapestry brick walls, original timber-framed windows, quarrel leadlighting and stained glass (no. 1023), cursive metal lettering (no. 1025), and portico/porch entrances including the Tudor arch at no. 1025. The low clinker brick fence at no. 1025 is original.

Later addition elements are not significant.

How is it Significant?

The *Tudor Revival Pair* is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The *Tudor Revival Pair* is of historical significance for its capacity to illustrate the consolidation of suburban Caulfield during the late interwar period, which saw the continued pattern of noteworthy brick houses constructed along the district's thoroughfares. The small high-end company, J. B. Hobart Construction Co., which is believed to be responsible for the *Tudor Revival Pair*, is an excellent example of the activities of 'Master Builders' in developing interwar Glen Eira. (Criterion A)

The *Tudor Revival Pair* is of aesthetic significance as a substantial, mostly intact set of attic-storey houses that are amongst the best of their type in the municipality. The pairing of these residences is purposeful and picturesque. Their designs reflect a high-quality rendition of the late interwar Tudor Revival style – then at the zenith of its popularity – with dominant gabled forms, dormer windows, bold chimneys, and a rich array of good brickwork and decorative detail, including tapestry bricks, quarrel leadlighting, a catslide selection at no. 1023, and a Tudor arch at the porch of no. 1025. The craftsmanship, robust texture and calibre of the buildings' material palette are impressive and point towards the likely involvement of a professional designer, which J. B. Hobart Construction Co. was known to employ for most of their projects. (Criterion E)

Description

The *Tudor Revival Pair* are considerable attic-storey residences situated on sizable rectangular allotments at the northwest intersection of Glenhuntly Road and Clarke Avenue. *Strathyre* (no. 1025) is the corner allotment. The houses are positioned centrally on their respective allotments and partly obscured by plantings.

The houses are designed in the Tudor Revival style. While individualised in presentation, both are asymmetrical in building form and have similar roof forms, including prominent, steeply-pitched street-facing gabled roofs, clad in glazed variegated terracotta tiles, with eaves overhang of varying width. Each roof plane also has an original gabled dormer window. There is a tall clinker brick chimney with expressed breast at each dwelling. Original windows are timber-framed double-hung sashes with leadlight diamond guarrels to the upper pane.

No. 1023

The roof of no. 1023 is distinguished by catslide sections (extending across the two levels). The walls are clinker brick in stretcher bond to the lower level with the top course in a soldier format and painted render to the upper level. The gable ends feature a double basket weave in more varied brickwork, which has also been applied to a shallow panel on the south face of the front chimney. Soffits are deeper at this house. The entrance is recessed to the east elevation, the detail of which is not visible from the public realm. The tripartite window to the dormer above has decorative glass and arched framing to the outer panes. An original opening to the attic window on the west face has been altered. Initially, it was likely a recessed balcony/'sleep out'.





No. 1023, south-east end.

No. 1023, west side.

At no. 1023, original landscaped elements consist of a brick planter box near the entry and, seemingly, the rendered garage with a parapet roof, albeit modified. The existing fence to the front boundary with timber panels may incorporate the original lower masonry fence, as it appears to have been built up.

Strathyre, no. 1025

Walls are all brick, predominantly clinker. There are also contrasting elements, including the cream tapestry to the edges of the main gables and tapestry bricks to the lintels (soldier coursing and with a central projecting 'keystone' section), with a combination of the two types to the corbelling. The chimney features a blind niche to the east face, with tapestry bricks to the lintel and sill. It is surmounted by three terracotta chimney pots. On the Clarke Avenue frontage, cursive metal lettering near the entrance spell 'Strathyre'.





No. 1025, south-west corner, attic balcony with rendered setting.

No. 1025 - south-east corner.

An original recessed balcony to the attic on the Glenhuntly Road (south) elevation is defined by a prominent rendered lintel, triangular keystone motif, pilasters, and a curved metal railing balustrade. The brick portico on the Clarke Avenue (east) façade has two Tudor arches, one of which is rendered with quoined edge while the other has tapestry bricks and a steel security grille. The dormer above has half-timbering to the gable end and a tripartite timber window. The timber framing to the front windows also incorporates a Tudor arch. ¹





No. 1025 – entry portico to east elevation.

No. 1025 - chimney and attic dormer to east elevation.

Attached at the north end is an original single-storey hipped roof wing and brick garage with a parapet roof and cream brick coping and a non-original metal roller door. An original low clinker brick fence and metal entry gate remain to the front and side boundaries, and the higher rear section may also be original along Clarke Avenue. The skillion roofed shed in the site's northwest corner is not original.

A Tudor arch has a depressed profile and is also referred to as a pseudo-four centered arch.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: *Plan of building allotments in suburban portions* 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

² A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁶ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹¹ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



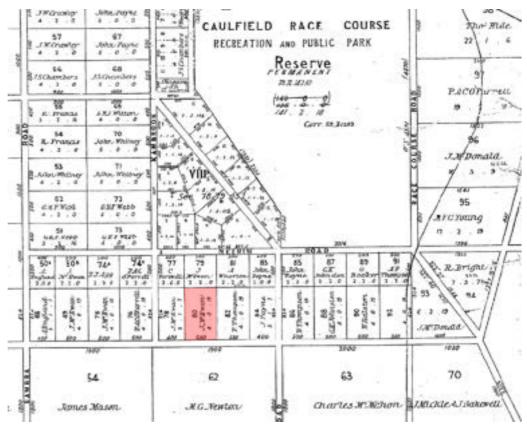
'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land derives from Crown Portion 80 of the Parish of Prahran, Country of Bourke, which James McEwan acquired in October 1857. This approximately 4-acre (1.6 ha) property was one of several holdings purchased by McEwan in the area, all on the north side of Glenhuntly Road – one of the earliest public thoroughfares in the district. At the time of sale, there were two James McEwan identified in the *Sands & Kenny Directory* – one was a wine merchant and grocer, the other a well-known ironmonger. 13



Crown Allotment 80 is shaded red.

(Source: City of Caulfield, Parish of Prahran, County of Bourke, Put-away plan, P1[5] 3, Landata)

By 1874, Crown Portion 80, along with nearby parcels – effectively the block now bounded by Neerim (north), Glenhuntly (south), Kambrook (west) roads, and Clarke Avenue (east) – was transferred to John Charles Holland, the 'gentleman' resident of the nearby mansion *Heatherbrae* (HO46) on Neerim Road. Holland was a councillor for the Shire of Caulfield and speculator, remaining active in development circles in the Caulfield area into the early 20th century.¹⁴

Holland sold the Glenhuntly Road frontage of this vacant property to the Australian Land Investment and Banking Co. in 1889, at which a road easement for Clarke Avenue was established. This company immediately took out a mortgage with the Australian Deposit and Mortgage Bank Ltd. but defaulted soon after – likely a victim of the sharp economic downturn of the early 1890s. The land was then subdivided into ten allotments of varying sizes and sold from 1905 by the bank. Unlia Quin of Brunswick acquired an approx. 1-acre allotment at the corner of Glenhuntly Road and Clarke Avenue, which included the subject land, in August of that year. Noon after, a large timber house named *Chuzenji* was erected on this lot and tenanted.

^{12 &#}x27;Crown Land Sale', Argus, 21 October 1857, p5.

Sands & Kenny Directory, 1857, p84

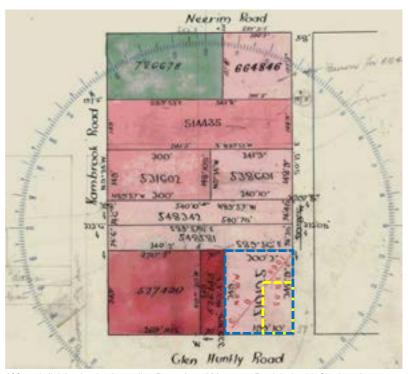
¹⁴ Certificate of Title, vol. 658, folio 462; and Murray and Wells, From sand, swamp and heath, pp22 and 122.

¹⁵ Certificates of Title, vol. 658, folio 462 and vol. 2154, folio 779

¹⁶ Certificate of Title, vol. 2154, folio 779

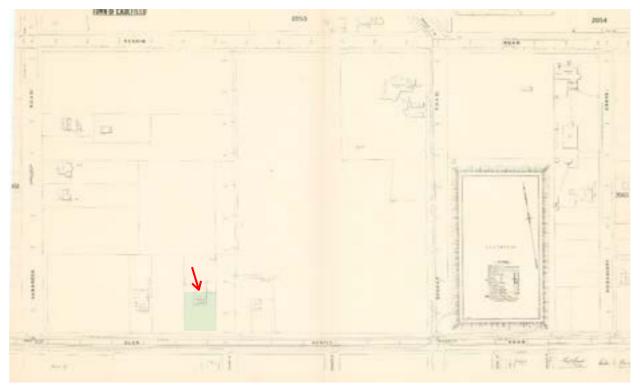
¹⁷ Certificate of Title, vol. 3066, folio 173.

Caulfield Rate Book, 1905, entry no. 2133. The NAV was £20.



1905 subdivision by the Australian Deposit and Mortgage Bank Ltd. with Singleton's approx. 1 acre allotment outlined in dashed blue. The subject land is outlined in dashed yellow. (Source: Certificate of Title, vol. 2154, folio 779)

Chuzenji is depicted in a 1908 MMBW plan, reproduced below, which shows it as one of only three dwellings then constructed between Kambrook (west) and Booran (east) roads.

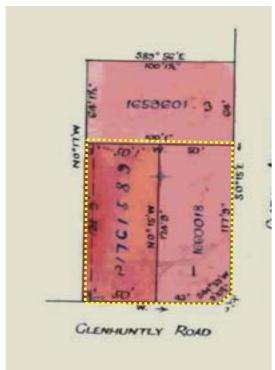


MMBW Detail Plan no. 2052, Caulfield, dated 1908 – the subject land is shaded green, *Chuzenji* is indicated by the red arrow. (Source: SLV)

In 1909, Quin divided her corner holding, selling the eastern part containing *Chuzenji* to Cuthbert Bede Watson. ¹⁹ He resided at the property for over 25 years. ²⁰ During the late Federation and early interwar periods, the immediate context consolidated as a suburban environment. ²¹ This intensifying development may have motivated Watson to excise the rear of his property in 1926, effectively creating the property now associated with 3 Clarke Avenue. ²² A decade later, in 1936, he sold the corner allotment to John Bertram Hobart. ²³

Hobart promptly broke up the parcel into three parcels, which correspond to 1023 and 1025 Glenhuntly Road and 1 Clarke Avenue.²⁴ *Chuzenji* must have been demolished soon after as the parcels associated with 1025 Glenhuntly Road and 1 Clarke Street were sold two years later, both on the same day (20 May 1938).²⁵

It is likely that Hobart, a contractor (see below), was responsible for the construction of the *Tudor Revival Pair*, both of which were described in the Caulfield rate books as having eight rooms.²⁶ The house at no. 1025 was constructed first, likely over 1938. It was sold that year to Margaret Mitchell, who named it *Strathyre* (possibly a Scottish village).²⁷ The other residence, no. 1023, had followed by 1940, the year it was purchased by Geoffrey Melville Mogg and Dorothy Alexandra Fose.²⁸



Hobart's purchase and subdivision, September 1936. Nos 1023 and 1025 are outlined in yellow. (Source: Certificate of Title, vol. 6068, folio 572)

A 1945 aerial photograph, reproduced below, depicts both completed dwellings. Of note, the extant dormer windows are apparent, as is the rear hipped-roof section at no. 1025. The latter's garage, facing Clarke Avenue, is also evident. At the end of no. 1023's driveway is a garage/carport, which also survives.

28

¹⁹ Certificate of Title, vol. 3361, folio 075.

Sand & McDougall's Directory, 1910, p217 to 1935, p221; and Directory, 1938, p236, no. 741 was listed as vacant. The numbering change during the early 1930s as previously it had been no. 659.

²¹ Landata, LP 6698 (dated 1915), LP 7728 (dated 1919) and LP 8021 (dated 1920)

Certificates of Title, vol. 3066, folio 173 and vol. 3361, folio 075

²³ Certificate of Title, vol. 6068, folio 572

²⁴ Certificate of Title, vol. 6068, folio 572

²⁵ Certificate of Title, vol. 6068, folio 572

²⁶ Caulfield rate book, 1948, entry no. 2539, 2540

²⁷ Various editions, Sands & McDougall's Directory, 1938, p235; 1940, p246; and 1942, p243.

Certificate of Title, vol. 068, folio 572; and Sands & McDougall's Directory, 1940, p246 and 1942, p246



1945 aerial photograph of the *Tudor Revival Pair*. (Source: *Melbourne and Metropolitan Area Project*, no. 5, Run 15, Frame 5779, Landata)

By 1965, the houses had been renumbered to the current nos. 1023 and 1025 in the Sand & McDougall's Directory.

John Bertram Hobart (1911-82)

While identified as a 'clerk' on the Certificate of Title, the Melbourne-born Hobart had also recently formed a contracting firm, J. B. Hobart Construction Company. Horrie Amos, an active real estate agent and developer in the district (E.H. & H. Amos), was also a partner.

Hobart's firm was active across the late 1930s, regularly advertising as 'builders of quality homes', with many of their designs framed as architect composed or supervised. The precise location of the houses was never identified but appeared concentrated in the Glen Huntly area. ²⁹ Hobart is also known to have acquired several vacant holdings at this time in the Caulfield/Glen Huntly area. ³⁰ In line with standard interwar practice, builders/real estate agents frequently purchased a property, constructed a house, and then offered it for sale.

In November 1940, the partnership dissolved, but Hobart continued to operate as a builder.³¹ Presumably, business dropped off due to the escalating wartime reduction/rationing of building materials. Hobart enlisted at Caulfield in late December 1941, serving in Bendigo and Geelong as a carpenter. He was discharged in December 1942 when his occupation – described as 'Master Builder' – was classed as a 'reserve occupation'.³² In June of 1944, Hobart was residing at 60 Coorigil Road, Murrumbeena, with his widowed mother.³³ During that year he married June Mary Barnes.³⁴ Hobart was later noted as a 'manufacturer', securing the right to produce an innovative building product 'Stramit' in 1954.³⁵

Examples of Hobart's advertisements: *Herald*, 26 October 1938, p23; *Herald*, 26 November 1938, p42; *Argus*, 15 February 1939, p14; and *Herald*, 8 March 1939, p21

For instance, he acquired properties in Miller Street (Caulfield rate book, 1937, p143), Moirs Avenue (rate book, 1938 p143), Morgan Street (rate book, 1938, p138), Wallen Road (rate book, 1938, p157), and Neville Street (rate books, 1939, p140).

³¹ 'Law Notices', *Argus*, 27 November 1940, p15

NLA, B883 (Second Australian Imperial Force Personnel Dossiers, 1939-1947), VX69011

^{33 &#}x27;Law Notices', *Argus*, 20 June 1944, p14.

Births Deaths Marriages, Victoria, registration no. 2534/1944

³⁵ 'New Industry for Victoria', Age, 26 March 1954, p5



Hobart at enlistment in 1941, aged 31. (Source: NAA, B883, VX69011)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The Tudor Revival/Old English mode explored traditional or vernacular British building and a 'natural' material palette with a basis in the Arts & Crafts Movement. The idiom became popularised in the wake of WWII, especially in more affluent suburbs, where it generally connoted associations with wealth, conservative taste, and even an 'Old World'/English nostalgia. The heyday of the Tudor Revival variant was the late interwar period, where an interest in picturesque forms/roofscape, steep pitches, corbelling, striking chimneys, and decorative brickwork and glazing was pronounced. In particular, tapestry bricks were indicative of high-quality design.

A few individually significant examples of the Tudor Revival/Old English style have been included within the municipality in Glen Eira's Schedule to the Heritage Overlay (or are about to be). This style was popular during the late 1930s and employed across a range of building types – houses, flats, and shops. The detailing of the subject pair is distinguished from most of the other examples by the attic level form (one with catslide roof sections), the limited use of half-timbering, and the variety of detailing.

Local heritage places comparable to the *Tudor Revival Pair* include:

Moore Residence, 200 Centre Road, Bentleigh (HO167). A single storey but sprawling clinker brick residence with a
prominent high-pitched roof, multiple tall chimneys in the Old English style, designed in an accomplished manner by Marsh
& Michaelson in 1936.

- Duplex, 21-23 Nepean Highway, Elsternwick (interim HO191). Constructed, and likely designed, in 1936 by local builder John William Harding. This two storey clinker brick block has half-timbering to much of the upper floor, a steeply pitched roof clad in glazed terracotta tiles, tall heavily corbelled chimneys, Tudor and triangular arches to the porches, multi-paned upper sashes, and an oriel bay.
- Craigellachie Flats, 273 Orrong Road, East St Kilda (HO214), Built in four stages from 1934 to 1937, to a design by architect W. H. Merritt, this complex is organised about a central courtyard. The buildings are in clinker brick, have a steep tile clad roof, tall chimneys, rendered corbels, gabled porches and bays, multi-paned windows, an oriel window, and decorative/tapestry bricks, including corbelling, lintels, and basket-weave panels.
- 30 Elizabeth Street, Elsternwick ('significant' within HO72). A substantial two-storey house (1937), largely obscured from the street, it is mostly rendered with tapestry bricks employed to the plinth and entry porch. It appears to be designed in more of a hybrid manner as it displays some aspects of the Georgian Revival and Old English styles. It also includes a semi-circular bay with a conical roof reminiscent of forms often employed in French/Northern European chateaux. The hip roof is clad in terracotta shingles and the front fence is mostly constructed from tapestry bricks.
- Bentleigh Environs, HO69. There are several modest houses displaying the influence of the Old English/Tudor Revival style in the existing, primarily interwar period precinct.

The Old English/Tudor Revival style was mainly used for residential buildings, though also for some commercial examples. Two non-residential instances have been identified as being individually significant in the municipality:

- E. K. Motors, 254-258 Glen Eira Road, Elsternwick (HO24). A two-storey former garage and shops with upper-floor residences and designed in 1935 by the architect Archibald Ikin in the Old English style. Unusually for a commercial garage. It has a terracotta tiled roof with the ground floor being finished in clinker brick and the upper floor is battened and rendered (half-timbering).
- Shops (two groups), 158-166 Hawthorn Road, Caulfield North (HO206). Built and likely designed in 1936-37 by John L Richards, this two-storey group features steep tiled roofs, half-timbering (some decorative), dormer bays, herringbone brickwork, roughcast render, bracketed eaves and window shutters.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 16, dated 1990:

N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy systems controls	Yes
Outbuildings and/or Fences	No
Prohibited Use	No
Aboriginal Place	No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of Glen Eira Planning Scheme to the extent of the whole property of 1023 and 1025 Glenhuntly Road, Caulfield, as defined by their respective title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

ELLIOT HOUSE

Address 198 Kambrook Road, Caulfield

SignificanceLocalConstruction Date1929PeriodInterwarDate InspectedLate 2019



Statement of Significance

What is Significant?

The *Elliot House* at 198 Kambrook Road, Caulfield, is significant. It was constructed in 1929 for the celebrated Australian jockey William Francis 'Billy' Elliot as his family home.

The significant elements are the original exterior of the house, including its hipped roof clad in terracotta tiles, chimneys, unpainted walls of smooth and textured render, central columned porch, bay windows and timber shingled awnings, double-leafed entrance door, leadlighting, the low front fence, tall arched side gate (south), and front concrete path. The tall side fence (south) is likely original and significant.

Rear additions to the house are not significant.

How is it Significant?

The *Elliot House* is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The *Elliot House* is of historical significance as a fashionable and respectable late interwar domestic design – emblematic of Caulfield's continued development as a comfortable middle-class suburb. The dwelling's connections with 'Billy' Elliot, a

successful jockey lionised as the rider of Phar Lap, including at the famous horse's last race in the Agua Caliente Handicap, Mexico, is also of note. The dwelling is illustrative of the once-high concentration of prominent figures associated with the racing industry who chose to live and work in the vicinity of the Caulfield Racecourse. (Criterion A)

The *Elliot House* is of aesthetic significance for its eclectic architectural character, fusing the formal symmetry and subdued classicism of the Georgian Revival style with a textured Arts & Crafts material palette. Despite its popularity in the interwar years, the Georgian idiom is relatively uncommon for the municipality. Its application at Elliot House is particularly animated by the unusual employment of recurring circular and, to a lesser extent, diamond motifs. The high-quality and restrained detailing, including the varied treatment of the render (still unpainted as original), delicate geometric leadlighting and patterned glass, timber-shingled awnings, the bespoke front door, and porch columns, is evocative of the Georgian Revival mode's perceived linkages with taste and prosperity. Despite rear additions, the original dwelling is highly intact. An impression that is heightened by the survival of the original fence, which displays a complementary character and undulating profile. (Criterion E)

Description

The *Elliot House* is a single-storey residence in the Georgian Revival style with Arts & Crafts influences located on a large and deep allotment at the northeast corner of Kambrook and Neerim roads. It addresses Kambrook Road at a medium setback.

The front garden is well-established and includes a curved concrete path and low fence, both of which are original elements. The fence replicates the house's material palette, with roughcast panels and piers and a smooth rendered coping with curved sections and plinth. The chamfered corner entrance comprises a metal gate between smooth-rendered piers and side panels with diamond motifs. The tall side gate attached to the south elevation of the residence has an arched opening and is shown in a late 1930s photograph of the place. On the basis of historic aerial photographs, it also seems likely that the taller section of fence running the rear half of the Neerim Road frontage is original, although the metal vehicular gate is not.



Detail of original front gate and fence with the *Elliot House* façade in the background.

The dwelling's primary footprint has a hipped roof clad in likely original terracotta tiles. Its eaves are boxed with wide soffits lined with battened sheeting. There are two roughcast chimneys with smooth rendered capping featuring dentil-like elements on the south roof plane. The taller of these has a slightly expressed chimney breast that punctures the roofline (south elevation). The rear of the roof initially incorporated two hipped wings. During the late 20^{th} -century, the southern wing was extended towards the rear of the property and connected with a new hipped-roofed addition and garage. The design of the rear extension and addition replicated the presentation of the original house.

The façade is symmetrical. A prominent porch defines the centre and has a restrained classical character with a pair of Tuscanorder columns supporting an arch with a small gap between the columns and the wall, suggesting a truncated Serlian motif. The porch's outer buttresses, low sidewalls, and unpainted concrete stairs with rounded nosing are also original. The deck is not visible from the public realm but is likely concrete or granolithic. The original front door is double-leafed with a timber frame with circular panels (the inner is whole, and the outer is trimmed) and translucent glazing.

Tightly flanking the portico is a pair of bowed bays with shingled awnings and quadripartite timber-framed, double-hung sashes. The upper pane of the windows exhibits delicate leadlighting (featuring a diamond in a circle) and margins of patterned glazing. Sills are rendered smooth and dentiliated (with alternating lengths).

The *Elliot House* has lightly roughcast render walls (with small pebbles and the like visible), contrasted by a smooth-rendered plinth and mid-height platband that extends to the sides. The edges of the portico's buttresses and square columns are further picked out in a smooth render, including a circular motif on the face of the corner piers. Notably, the original tint of the render – a lighter and darker grey – survives and has not been overpainted, as typically occurs.

In the original part of the south elevation, visible from Neerim Road, there is another bowed bay window (same detailing as those in the façade) and – east of the side gate – a square bay. It appears to have a flat roof, clad in unglazed terracotta tiles, and tripartite timber-framed, double-hung sashes, the upper panes of which feature leadlighting/patterned glazing. On either side of the chimney breast are small rectangular timber-framed windows – typical of the interwar period – with bracketed concrete awnings and leadlighting/patterned glazing (the then popular diamond motif).



Original south elevation.



Original arched side gate and pier – taller fence of unclear origin.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.¹ The majority of the southern half was made available as large block holdings from May 1853.² Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.³ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁴

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁶ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: *Plan of building allotments in suburban portions* 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000).8 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

² 'Advertising', Argus, 27 May 1853, p9

³ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁵ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

⁷ 'Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



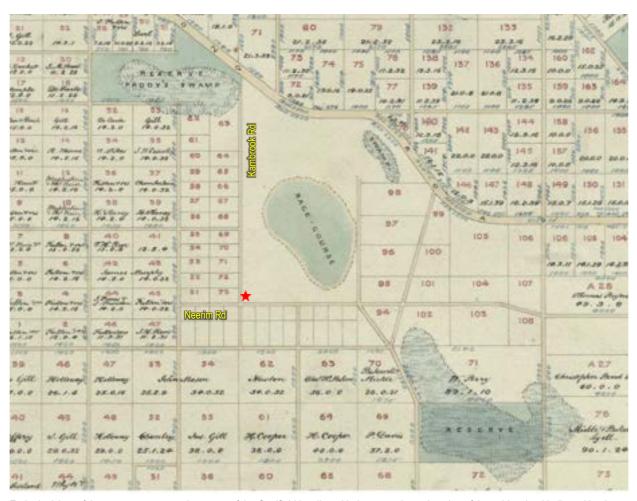
'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

⁹ 'A Place Worth Seeing', Prahran Telegraph, 24 November 1888, p24

¹⁰ Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics

Place-Specific

At its survey in the mid-1850s, the subject land formed part of a considerable Crown reserve that spanned the central section of the Caulfield district. This area included the well-known wetlands of 'Paddy's Swamp' (now Caulfield Park), 'Black Swamp' (now East Caulfield Reserve), and an expanse of 'flat sandy scrub', initially referred to as the 'The Heath', which officially became the Caulfield racecourse in 1859.¹¹



Early depiciton of the reserve system at the centre of the Caulfield locality, with the approximate location of the subject land indicated by the red star. (Source: Thomas H. Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

In 1879, as part of the break-up of the reserve system, the subject land was sold as part of Crown Allotment 7 (Section 8) to the brothers George and John Whittingham, who also acquired two other allotments (nos. 3 and 8).¹² The Whittingham brothers were affluent English migrants who had arrived in Australia during the early 1850s and developed extensive pastoral stations in Queensland, New South Wales, and South Australia. The family seat was the grand mansion known as *Merton* (constructed 1859) on Orrong Road in Caulfield (since demolished).¹³

The Whittingham brothers had acquired most of the land in the triangular block bounded by Kambrook (west), Booran (east), and Neerim (south) roads by 1887, which they sold that year to a consortium of speculators, including John Stewart Mair. ¹⁴ In 1888, the subject land formed part of a corner holding (196 and 198 Kambrook Road) that was transferred to Robert Bruce Mair (likely a relative). ¹⁵

^{&#}x27;Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5.

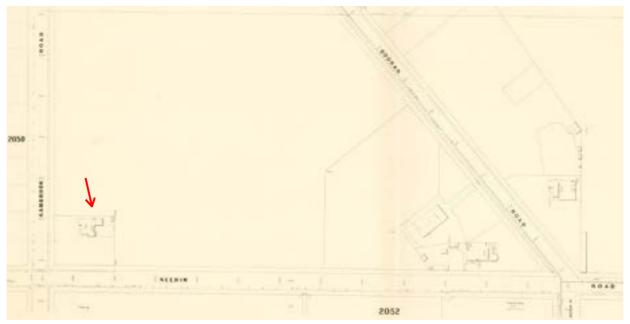
¹² Certificate of Title, vol. 1105, folio 844 (encompassing the subject land); vol. 1105, folio 840; and vol. 1105, folio 845

Death of Mr G Whittingham', *Ballarat Star*, 2 July 1898, p4; and 'Mr Whittingham Dead', *Toowoomba Chronicle and Darling Downs Gazette*, 21 June 1927, p4

¹⁴ Certificate of Title, vol. 1973, folio 510

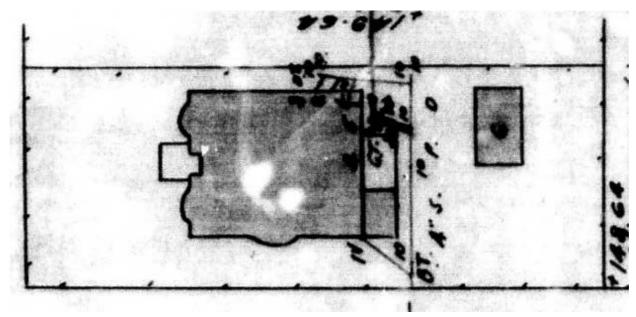
¹⁵ Certificate of Title, vol. 1988, folio 587

Mair, a boot manufacturer, constructed the polychrome transitional Queen Anne-style brick villa at what is now 196 Kambrook Road (HO122) in 1888, which he named *Glencoe*. ¹⁶ The subject land formed part of its grounds.



MMBW plan no, 2053, Caulfield, dated 1908 – The red arrow indicates *Glencoe*; the subject land relates to the part of the fenced garden at the corner with Neerim Road. (Source: SLV)

Glencoe passed through several hands until 1927, when the southern half of its grounds was subdivided, creating the subject allotment. This corner property was officially transferred to William Francis ('Billy') Elliot, a celebrated jockey (see below), in August 1929; however, the existing house appears to have been constructed at least a month earlier.¹⁷ The contractor may have been H.J. Dixon of Carnegie who was listed on the MMBW Plan of Drainage as the 'agent', which often equates with the builder.



Original footprint of the *Elliot House* – note the rear attached volume and garage have been removed. North is top of frame. (Source: MMBW, *Plan of Drainage*, drainage no. 2053, dated 3 July 1929)

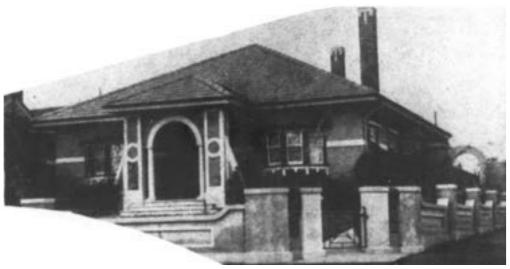
Andrew Ward, City of Glen Eira Heritage Management Plan, vol. 3, 1996, np ('196 Kambrook Road, Caulfield South')

¹⁷ Certificate of Title, vol. 5241, folio 021; and refer to date on the MMBW Plan of Drainage

In 1930, the City of Caulfield rate book listed Elliot's residence as brick and containing five rooms with a valuation of NAV of £63 – one of the higher valuations along the immediate section of Kambrook Road, which was mainly characterised by timber houses at that stage.¹⁸

Horseracing was a highly popular spectator sport and major industry in the 1920s, a reflection of its broadcast by radio and links with gambling (both legal and illegal). Certain horses, jockeys, trainers, backers, and race-callers often became elevated to the level of popular heroes. As one of the few riders of the renowned Phar Lap, 'Billy' Elliot was a celebrated interwar figure in the racing world. Many jockeys appear to have been residing in the Caulfield area during the early 20th century, which was also dotted with private stables (few survive) and training/grazing paddocks into the 1970s.

It appears that one of the markers of a successful racing career – where the winnings for most trainers and riders were rarely lucrative – was the construction of a solid and respectable house. Elliot was a participant in this trend. His house was one of several photographed and featured by the *Weekly Times* in 1939 under the title 'Homes of Our Leading Jockeys'. Seven of the pictured residences were situated in Caulfield or Ormond.²⁰



'W. Elliot, 198 Kambrook Road, Caulfield', early photograph of the *Elliot House*. Note arced side gateway. (Source: *Weekly Times*, 13 May 1939, p30)



Aerial photograph of the *Elliot House*, indicated by the red arrow, dated November 1931 – showing the original footprint of the dwelling. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)

City of Caulfield rate book, 1930, no. 2063, via ancestry.com.au

June Senyard Horseracing, eMelbourne, www.emelbourne.net.au/biogs/EM00722b.htm, accessed 12 January 2019

Of the houses pictured in the municipality, 12 Miriam Street (H. L. Badger), 148 Wheatley Road (J. J. Regan, part of HO75), 46 Northcote Avenue (A. Dewhurst), and 26 Heatherbrae Avenue (A.E. Breasley) survives.

Elliot died in 1941 and the property passed to his wife, Mary Marcella Elliot (*née* Caldwell). She sold it Richard Maxwell Riggins, a medical practitioner, in 1947.²¹



1945 aerial photograph of the *Elliot House* (red arrow). Note the extension of the front fence's light-coloured coping to the side section of the place. The rear garage, since demolished, is also shown.

(Source: Melb. and Metropolitan Area Project no. 5, Run 15, Frame 5778, Landata)



Auction photograph – 'This Splendid Brick Villa' cont. Lounge, Dining Room, 3 Bedrooms, Sunroom, Tiled Kitchen and Bathroom. Elec. H.W.S., S.S. Sink, Elev. Gas Stove ... Gas Fire, Textured Walls, Venetian Blinds, etc.. Lovely Terraced Garden ...' (Source: *Herald*, 21 July 1950, p10)

Certificate of Title, vol. 5241, folio 020

The house appears to have remained largely unaltered until at least 1985 when it was described in an auction notice as 'ripe for extension'.²² In that year, the property was sold and consolidated with a narrow parcel of land to the rear to form the current lot size (shown below).²³ The extant L-shaped addition and garage was likely constructed to the east shortly after.

William Francis ('Billy') Elliot (1907-41)

One of Australia's leading jockeys during the early 20th century, Elliot was renowned for his lightness, even amongst jockeys. He was also one of the few selected to ride Phar Lap competitively, which he did seven times (all wins), including the racehorse's remarkable performance at the 1932 Aqua Caliente handicap in Tijuana, Mexico – his last.²⁴

Elliot was involved with the racing community from an early age, having apprenticed in Caulfield with trainer J. Tie.²⁵ He married Mary Marcella Elliot (*née*) Caldwell (1907-88) in 1929, around the time the *Elliot House* was constructed, ultimately having two children.²⁶

Following Phar Lap's death, Elliot raced briefly in North America, before returning to Australia. 'Severe' injuries from track accidents forced his retirement from racing in the late 1930s.²⁷ In 1941, while holidaying in Gippsland, Elliot died from pneumonia at Bairnsdale District hospital, seemingly from ongoing complications arising from his racing infirmities:

Elliot, who was 33, was extremely popular. A rider of outstanding ability Elliot was associated over all distances, with Phar Lap in 8 of the champion's wins ... A natural lightweight, his services were in keen demand, and he was at the head of the winning jockeys list for 2 years.²⁸

Another press article at the time celebrated Elliot as 'one of Australia's best-known racing identities and an internationally renowned jockey'.²⁹



Elliot astride Phar Lap in 1932 after winning the Agua Caliente Handicap in Mexico. (Source: NLA, PIC/9216/)

²² Age, 23 August 1985, p55

²³ Certificate of Title, vol 5241 folio 021

The World's News, 24 October 1953, p7; and Jan Wositzky, Me & Phar Lap: the remarkable life of Tommy Woodcock (Castlemaine, VIC, Storyteller's Guide to the World, 2012), p86

Advertiser, 22 September 1941, p4

Reference number 7667, Victoria Registry of Births, Deaths, and Marriages via Ancestry.com.au

W. Elliot Passes', Sport, 26 September 1941, p6

Death of Leading Lightweight Jockey, W. Elliot', Argus, 22 September 1941, p8

W. Elliot Passes', Sport, 26 September 1941, p6; and 'Death of "Billy" Elliot, Age, 22 September 1941, p2

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

- 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)
- 9.0 Shaping Cultural and Creative Life (9.1 Participating in sport and recreation):
 The presence of the Caulfield Racecourse created something of a ripple effect as related activities and business radiated into the environs. (p123)

Comparative Analysis

While hybrid in its character, the *Elliot House* is predominantly demonstrative of the Georgian Revival style. This design mode is conveyed by the original house's rectilinear form, hipped roof, rendered walls, symmetrical facade, classicising details, and underlying repose. During the interwar years, an interest in the colonial-era Georgian – sometimes subtly informed by a contemporary Mediterranean design current – surged, part of a continued aspiration amongst architects and others to create a national idiom through a contemporary reinterpretation of what was considered a vernacular design source.³⁰

In the wake of the First World War, the Georgian Revival style began to permeate domestic design in the affluent south-east inner-rung suburbs and retained its association with prosperity – the architecture of the establishment – into at least the 1940s. More eclectic fusions, such as the subject house, which exhibits a marked Arts & Craft ideology in its employment of contrasting rough and smooth render to walls and the front fence and timber shingles to the window bays, became increasingly common over the 1930s.

Overall, the Georgian Revival style has a limited presence within Glen Eira's interwar built landscape, with most of the residences constructed during this time Californian or Arts & Crafts-influenced bungalows. Limited examples are encompassed within several precincts, with some dispersed examples in the *Albert Flatman's Estate* (HO177), *Rose Hill Estate Precinct* (HO168), and *Glen Huntly Park Estate and Environs* (HO28). These instances are generally modest, with the Georgian character or influence expressed by symmetrical or balanced façades with a projecting central mass and varying levels of classicising detail (often austere), such as a columned porch, light buttressing, and occasionally a porte-cochere. Smooth rendered walls and hipped roofs are common, with the employment of a textured or brick/clinker finish fairly rare.

To date only two Georgian Revival style individual places have been included in the Schedule to the Heritage Overlay (HO) for Glen Eira, while another has some elements of the style in a more eclectic mix:

- Rothesay Court Flats, 6 Sidwell Avenue, St Kilda East (HO64). A substantial interwar block of hipped-roofed flats, built
 between 1928 and 1931, in red brick and render. It has repeated Georgian Revival treatment to all elevations, such as
 quoining, rendered faceted bays, symmetry, and the employment of Tuscan order columns for entry canopies and porticos.
- The Pines Doctor's Residence and Surgery (Former), 181 Koornang Road, Carnegie (HO173). A two-storey hipped building with clinker brick walls and symmetrical façade, constructed circa 1938. Decorative details include multipaned windows, a recessed porch with a circular arch, hipped bay windows with French doors, and a cantilevered balcony. It is indicative of the two-storey Georgian Revival style variant. A pair of Canary Island date palms are located in the front garden, reinforcing the well-to-do character of the site.
- 30 Elizabeth Street, Elsternwick (within HO72, Elsternwick Estate and Environs). A commodious two-storey house with a
 marked hybrid expression for the municipality, built 1936. The Georgian character is conveyed by its hipped roof (slate
 cladding), symmetrical composition, and smooth rendered walls. The mass employment of tapestry bricks (columned porch
 and plinth) is suggestive of the Tudor Revival idiom, while horizontal glazing bars hint at the Moderne. A good example of
 the design eclecticism that characterised the late interwar period in the area.

The *Elliot House* stands apart from the two other key Georgian Revival-influenced residences in the municipality as it is fully rendered and incorporates an individualised and varied range of detailing. The overlay of Arts & Crafts detailing – employment of roughcast wall finish and timber shingling – are further distinguishing, imparting an eclectic character that was not uncommon during the late interwar period as designers and clients sought to engage with the myriad of popular architectural styles.

Conrad Hamann, 'Paths of Beauty: The Afterlife of Australian Colonial Architecture, Part 1, *Transition*, no. 26, Spring 1988, pp27-44

Elliot House also appears to be among the earliest examples of a Georgian Revival residence in the municipality. It epitomises the continued consolidation of the Caulfield area as solid, middle-class suburbia over the late interwar years and the connection of the Georgian Revival style with tasteful proprietary.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 16, dated 1990:

• N grade (not significant)

Heritage Overlay Schedule Controls

External Paint Controls No
Internal Alteration Controls No
Tree Controls No
Solar energy system controls Yes

Outbuildings and/or Fences Yes (masonry fence)

Prohibited Use No Aboriginal Place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 198 Kambrook Road, Caulfield, as defined by the title boundaries.



Recommended extent of the heritage overlay. (Source: Nearmap, December 2019)

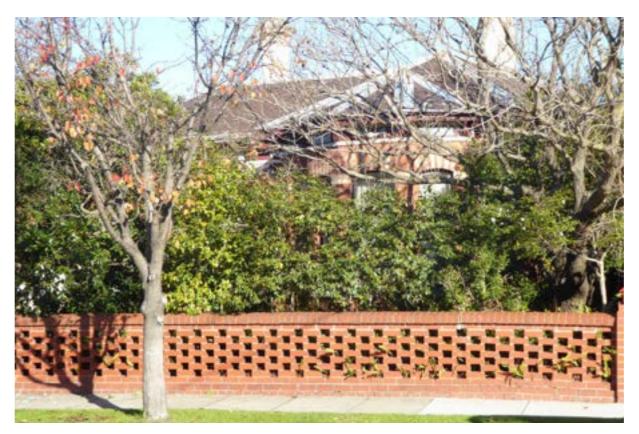
AGINCOURT

Address 1 Clifton Street, Caulfield East

Significance Local
Construction Dates 1889

Period Late Victorian

Date Inspected Late 2019



Statement of Significance

What is Significant?

Agincourt at 1 Clifton Street, Caulfield East, is significant to the City of Glen Eira. The place developed out of the large-scale Epsom Estate subdivision (1884), with the villa constructed in 1889 for a prominent local real estate agent and politician, Frederick George Wood.

The significant elements of *Agincourt* are its original form and building envelope, including slate-clad hipped roof, three rendered chimneys, decorative cornice, return verandah with cast iron decoration and tessellated tiled deck, walls of red brick (tuckpointed to the façade), cream brick bands and patterning, faceted bay, timber-framed and double-hung sash windows, basalt sills, and timber panelled doors.

The front brick fence and rear additions are not significant.

How is it Significant?

Agincourt is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Agincourt is of historical significance as a remarkably intact example of a late Victorian-period villa, which is relatively unusual for this part of the municipality. Its conspicuous character is illustrative of its original occupant, Frederick G. Wood, role as a high-profile Caulfield councillor and one-time president of the Shire of Caulfield, who was also involved in property speculation and development throughout the district. More broadly, *Agincourt* is demonstrative of the formation of a well-heeled suburban locale in what is now known as Caulfield East, a development pattern that continued into the early 20th century. (Criterion A)

Agincourt is of aesthetic significance as an embellished and exuberant example of the eclectic design approach that characterised the late Victorian period. This quality is expressed by the villa's blending of Italianate characteristics with the material palette of the then-nascent Queen Anne revival style – red and cream brick, including for side elevations. The colour of this brickwork and the employment of Flemish diamond patterns in the façade derive from earlier Dutch precedents disseminated throughout England. In the context of the late 1880s, the departure from the common Melbourne range of brown Hawthorn brick or render is notable. While this presentation would become well-established in Victoria over the next few decades, its employment at *Agincourt* is early and signals the hand of a progressive designer. Combined with the rich application of ornamentation at the villa, this brickwork makes it an excellent example within the municipality of the varied compositional sensibility that characterised late Victorian design. (Criterion E)

Description

Agincourt is a medium-sized, single-storey villa located at a short setback from Clifton Street on a flat irregular allotment. It is orientated at a slight angle to the street and considerably obscured from the public realm by well-established front garden plantings. As such, some of the following relies on contemporary real estate photography.¹

The original section of *Agincourt* is a square footprint with a hipped roof (rear M-profile) clad in slate (likely original), including a course of hexagonal tiles. It has a mirror-like composition produced by two hipped wings, linked by the return skillion-roofed verandah which is clad in corrugated sheet metal painted (until recently, painted in stripes). This arrangement reflected *Agincourt's* originally more extensive grounds and its unimpeded view to the corner of Clifton Street and Grange Road.



Aerial photograph of Agincourt (red arrow) showing the mirror-like composition of its pair of hip wings and return verandah, facing southwest. (Source: Nearmap, November 2021)

Realestate.com.au, April 2004

There are three rendered chimneys on the primary roof with moulded corbels. The front pair are visible from Clifton Street. The roof has a short eaves overhang with well-spaced timber brackets that display 'drop' ends. The cornice is an elaborate feature, formed by a rendered section (painted 'Indian' red) set between a course of cream bricks and embellished by alternating festoon motifs and decorative panels.

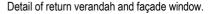
The return verandah is supported by (approximately) four slender barely-twist/columns with Corinthian order capitals and cast iron frieze, which exhibits a floral motif. It also has a raised deck of original tessellated tiles with masonry (likely basalt) edging. The timber fascia of the verandah has a serrated motif.

Agincourt is constructed of red brick laid in a stretcher bond (perhaps indicative of cavity walls) with white tuckpointing apparent to the façade. There are cream brick bands at the level of lintels and sills. The wall section between these bands is embellished with Flemish diamond pattens (double-crosses), also in cream brick. This red rick and banding continue to at least the west/side elevation and probably the east side.

The street-facing wing incorporates a faceted bay with a tripartite window arrangement of timber-framed and double-hung sashes. These have segmental arches of alternating red/cream voussoirs and basalt sills (present throughout at least the frontage). The east elevation is largely concealed from the perimeter but does not include a projecting bay window. The facade wall also has a tripartite window (large central opening/narrow flanking sidelights) with barely-twist and semi-engaged columns. There is also a pair of likely original sashes at the back of the west elevation.

The main entrance is situated adjacent to the faceted bay. It has a six-panelled door with console brackets, sidelights and transom window. The other timber door is at the opposite end of the return verandah and includes a glazed upper panel, possibly of etched glass.







Detail of front faceted bay and cornice.

The hipped and flat-roofed sections to the rear of the villa are later additions. The low front fence with 'honey-comb' brickwork is non-original.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

² A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁶ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹¹ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'The Complete Modern Villa' Kooyong Road – Caulfield's residential population and footprint exploded during the interwar years. (Source: *Australian Home Builder*, May 1924, p28)

¹⁰ 'A Place Worth Seeing', Prahran Telegraph, 24 November 1888, p24

¹¹ Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land – part of an extensive heathland between Dandenong and North roads – initially formed part of a considerable stretch near the centre of the Caulfield district reserved by the Crown for recreational use in the mid-1850s. This area included natural wetlands, namely 'Paddy's Swamp' (now Caulfield Park) and 'Black Swamp' (now East Caulfield Reserve), as well as an expanse of 'flat sandy scrub', known initially as the 'The Heath' (proclaimed as the Caulfield Racecourse in 1859).¹²

By March 1857, the land between Queens Avenue (west) and Koornang Road (east) had been excised from the reserve system and surveyed, and Grange Road extended to Dandenong Road. In 1864, J. McDonald acquired Crown Portion 96, which included the subject land. The eastern boundary of this holding was bordered by Queens Avenue, previously known as Epsom or Racecourse Road, with Grange Road (Mia Mia Road until 1880) in the west. From the late 1910s, this locale became generally referred to as Caulfield East.



Parish map showing the survey of the eastern part of the reserve system – owner names are not given. Crown Allotment 97 is shaded red

(Source: Thomas H Lightfoot, Plan of the Parish of Prahran in the Country of Bourke, 1865, SLV)

By the 1880s, Crown Allotment 96 had been amalgamated with other holdings in the north by the infamous 'land boom' syndicate 'The Freehold Investment and Banking Company of Australia'. ¹⁶ In 1884, this undeveloped tract of property was subdivided and placed on the market as the 'Epsom Estate' (effectively Caulfield East) – a name invoking that of the famous Surrey township, which hosted England's most prestigious race ('The Derby') and played to the racing reputation of Caulfield. At this stage, the subject land was incorporated within a large corner lot (no. 114).

Newspaper promotion for the Epsom Estate's 140-odd 'Choice Villa Sites' for 'Racing Men, Horse Trainers, Builders, and Others' were intensive in the months leading up the sale.¹⁷ The subdivision's boosterism was particularly effusive and illustrated the increasingly solidified contemporary belief in the suburban ideal:

¹² 'Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referred to the central part of the reserve and continued in use into the 20th century.

Suburban Allotments in the Parish of Prahran At Caulfield, SLV, March 1857, BIB ID 1294024

Parish of Prahran, East of Elsternwick (also including 'at Caulfield' area, north of Glenhuntly Road) (Landata, Put-away plan, P81 [11])

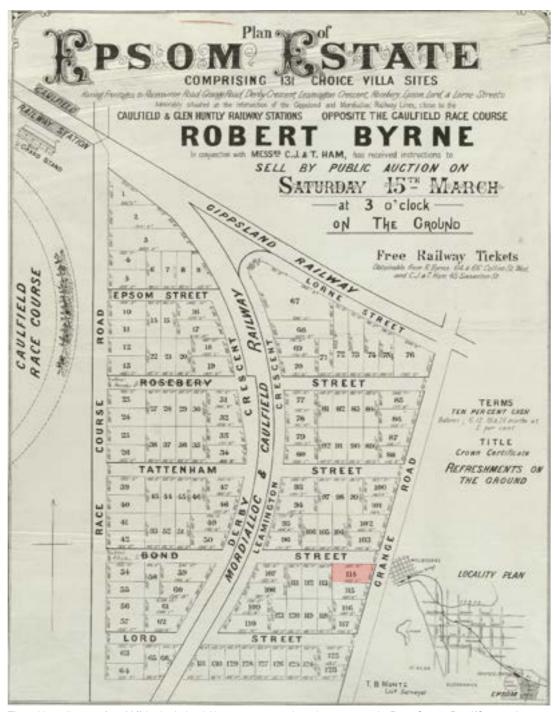
Review of Sand & McDougall's Directory, 1890-1918

Certificate of Title, vol. 1853, folio 432

¹⁷ 'Advertising', *Age*, 16 February 1884, p2

To those who prefer vehicular travelling this estate [*Epsom*] offers peculiar advantages ... and certainly the finest drives out of Melbourne, from which charming and ever changing views may be obtained. Fine villas and more palatial structures, forming the residences of our most prosperous professional men and merchant princes, are seen on every hand, surrounded or almost hidden by their well kept gardens and shrubberies. EPSOM ESTATE. In approaching it from all points there are no long ranges of low tenements, or "back slums" of the city to be passed through. All the way from the city the road is one unbroken line of interest and beauty. Villa residences, with luxuriant gardens, intermingled with "peeps" of blue placid waters of the bay and invigorating draughts of fresh ozone. ¹⁸

The Epsom Estate comprises most of Caulfield East, except for the racecourse and small area north of Caulfield Station.



The subject allotment (no. 114) is shaded red. Note some streets have been renamed – Race Course Road/Queens Avenue, Rosebery/Moodie Street and Bond/Clifton Street. (Source: *Plan of Epsom Estate*, Melbourne, F. Price, 1884, SLV)

¹⁸ 'Advertising', South Bourke and Mornington Journal, 12 March 1884, p2

In October 1887, Frederick George Wood acquired Allotment 114 and a small part of Allotment 115.19

By 1889, the Caulfield rate book identified a brick ('B') building – the subject villa – with a NAV of £55 at this corner property, owned and occupied by Wood.²⁰ Within a few years, the rate book described it as comprising six rooms with an address to Grange Road, then Clifton Street.²¹ For several years, named *Agincourt* in the 1900 editions of the *Sands & McDougall's Directory*, was the only house along Grange Road between the railway gates Gippsland Railway/Grange Road) and Tottenham Street.²²

Wood (1862-1924) was born to English parents and raised in Geelong, where he married Alyce (née Blackwell) Wood (1863-1950) in 1887, with whom he had six children.²³ A trained accountant, Wood's real estate and speculative activities were focused in the Caulfield district by the late 1880s, for instance, acquiring multiple holdings across the Epsom Estate.²⁴ He became the long-serving president of the Melbourne and Suburban Real Estate and Agents and Auctioneers' Association and served for 21-years on the Caulfield Shire/Borough (1889-1910), including as mayor in 1895.

Two years later he was elected the Mayor of Oakleigh (a position he seemingly held concurrently with his Caulfield councillorship) and later stood unsuccessfully for the Legislative Assembly as a candidate for the district of Dandenong and Berwick (1889-1904).²⁵ Frederick's public profile was further advanced by his, often vocal, membership of the Public Health Board.²⁶

An energetic local representative and habitual advocate of local 'progress', Wood was later portrayed by local historians as amongst a small group of 'idealist' Caulfield councillors who were responsible for the area's reputation for 'progressiveness, imagination and aggression.'²⁷ Of course, civic development – the practicalities of suburban consolidation – went hand in hand with Wood's real estate goals, a merger of interests that was far from uncommon at the municipal level during the late Victorian and Federation periods.



Group portrait of the Caulfield Borough Council in 1901, with Councillor Frederick G. Wood seated at bottom left. (Source: Murray and Wells, *From sand, swamp and heath*, p24)

The architectural character of Agincourt suggests that a professional designer, either a master builder or architect (a term freely

¹⁹ Certificate of Title, vol. 1955, folio 975

Caulfield rate book, March to December 1889, entry no. 1210

Caulfield rate book, March 1894, entry no. 7

Sands & McDougall's Directory, 1890, p149

²³ Ancestry.com.au, Public Family Tree

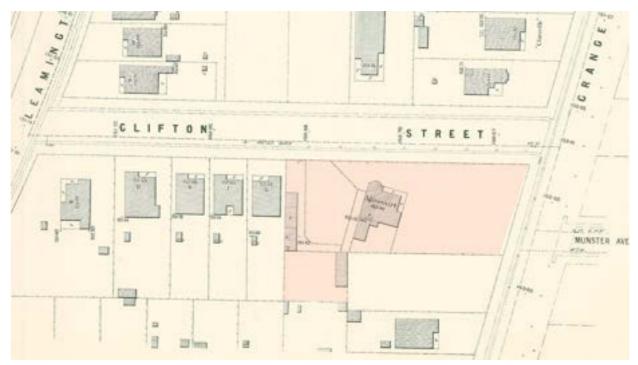
Caulfield rate book, 1892, pp14-15

Frederick had previously been the Mayor of Oakleigh – 'Election of Mayors and Presidents', *Argus*, 5 September 1895, p6; and 'News of the Week', *Brighton Southern Cross*, 26 June 1897, p2

²⁶ 'Obituary', *Argus*, 27 January 1934, p20

Murray and Wells, From sand, swamp and heath: A History of Caulfield, 1980, p61

used in the period of construction), was behind its design. However, no individual has yet been identified. The original allotment size and building footprint with return verandah ('v') is depicted in the 1915 MMBW plan, reproduced below.



MMBW plan no. 2063, Caulfield, dated 1915.

The original extent of Wood's property and grounds of *Agincourt* are shaded red. Cross-hatching indicates brick with straight hatching, timber. Note the various outbuildings, including a stable ('S') against the west boundary – since deleted. (Source: SLV)

Frederick sold *Agincourt* in 1918 and, subsequently, the property was subdivided over the 1920s with its Grange Road frontage accommodating three bungalows (nos. 39-43).²⁸ The original footprint of the villa with rear timber wing was still evident in 1945, as shown by the historical aerial photograph below.



1945 aerial photograph of *Agincourt* with the extant boundaries outlined in dashed red. (Source: 1945 Melb. and Metropolitan Area Project, no. 5, Run 15, Frame 5775, Landata)

Certificate of Title, vol. 1955, folio 975

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.3 Shaping the suburbs)

Comparative Analysis

Agincourt is a late Victorian period (1889) brick villa designed in a transitional Italianate/Queen Anne revival mode.

The Italianate style was entrenched in Melbourne by the late 1880s but still broadly perceived as a contemporary approach, which pursued the 'Picturesque' with a combined interest in classicised ornamentation and filigree metalwork, mainly to verandahs. The chief aim was to present an appealing and varied composition from multiple vantage points. The style was utilised across the built spectrum, from mansions to cottages, its attraction bolstered by its propagation in pattern books, ease of construction (often utilising 'stock items for decoration') and scope for adaption.

The intermingling of design sources was common across the late 19th century, an era of stylistic diversity and eclecticism. *Agincourt* references Flemish motifs and the emerging Queen Anne style, primarily through its employment of contrasting and 'natural' red/cream brick elements. While predominantly associated with the Federation period, this design mode – particularly its material palette – had begun making a limited appearance in Melbourne over the 1880s, after its gestation in England in the previous decade. *Agincourt* is an early example of this new trend in architecture and undoubtedly would have been perceived as striking at the time of its construction.

The western and northern parts of the municipality – Elsternwick and Caulfield proper in particular – have many surviving late 19th century houses affected by a Heritage Overlay (HO), either individually or in precincts. A reflection of these areas' historical growth patterns. This layer spans the gamut of late Victorian freestanding building types, ranging from grand mansions and suburban brick/rendered villas and more economical weatherboard cottages.

Several brick villas from this period included under Glen Eira's Schedule to the Heritage Overlay exhibit a similarly eclectic and (part) transitional character, blending baroque motifs, the Gothic Revival, etc., with an underlying Italianate style.

Reference to the Queen Anne revival material palette in the 1880s/90s appears to have been much rarer in the municipality, with only a couple of examples known from amongst the municipality large extent of remaining Victorian period housing.

Directly comparable places to Agincourt include:

- Glencoe, 196 Kambrook Road, Caulfield South (HO122). An early example of a polychromatic villa with an Italianate form
 overlain by the Queen Anne Revival style, providing it with a more definitive transitional mode than Agincourt with its gable
 end (although a broken bed type) built in 1888.
- Maescourt, 30 Gladstone Parade, Elsternwick (HO22, contributory). A sizable villa constructed in 1899 that also combines classicised/Italianate detail with a material palette (red brick, rendered banding) suggestive of the Queen Anne revival.
- Surbiton, 28 Gladstone Parade, Elsternwick (HO22, contributory). A bichrome brick house with projecting gables linked by a return verandah, constructed circa 1890. More pronounced transitional character than Agincourt, due to its mixing of late Victorian cast-iron ornamentation and classicised detail (square bay, parapets and moulded banding) with pronounced Arts and Crafts detail ('flying gables' and decorative timber bargeboard).
- 53 Seymour Road, Elsternwick (HO179, contributory). A asymmetrical bichrome brick villa, built circa 1901, with transitional/Arts and Crafts character as defined by the gable end with roughcast render and timber battens.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 26, dated 1990:

• C grade (local significance)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy systems controls	Yes
Outbuildings and/or Fences	No
Prohibited Uses permitted	No
Aboriginal Heritage Place	No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 1 Clifton Street, Caulfield East, as defined by the title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

CELARNA

Address 13 Grange Road, Caulfield East

SignificanceLocalConstruction Dates1910PeriodFederationDate InspectedLate 2019



Statement of Significance

What is Significant?

Celarna at 13 Grange Road, Caulfield East, is significant to the City of Glen Eira. Its allotment derives from the large Epsom Estate subdivision (1884) with the residence, named *Celarna*, constructed for husband-and-wife Thomas Ernest and Clara Elizabeth Simmons in 1910.

The significant elements of *Celarna* are its original form and building envelope, including its hipped roof, slate cladding, terracotta tile ridge capping, chimneys, red brick walls, rendered string course, two bay windows, and timber-framed casement windows.

The perimeter timber fence and timber-framed skillion-roofed addition to the rear are not significant.

How is it Significant?

Celarna is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Celarna is of historical significance as a commodious Federation-period suburban residence. Its substantial scale for a house and high-quality material palette of slate tiles, terracotta ridge capping, and red brick walls is reflective of the salubrious built character of the Epsom Estate, which established Caulfield East as a particularly affluent pocket of development in the municipality during the early 20th century. (Criterion A)

Celarna is of aesthetic significance as a notable, highly intact example of a pared-back Federation-period residence in Glen Eira. The marked restraint demonstrated by the residence's design distinguishes it from most of the municipality's housing stock from the same phase, which embraced more picturesque and complex massing. Celarna's composure is an early precursor to the toned-down and understated forms and detailing that became more popular in the succeeding early interwar years. Distinctive detailing at Celarna includes the rendered chimney caps, timber verandah posts and frieze, and the splayed, rendered window sills. (Criterion E)

Description

Celarna is a large-scale, single-storey residence located on a flat allotment to the southern corner of Moodie Street and Grange Road. It is set close to the southern boundary to take advantage of the northern, eastern and western portions of the allotment. Well-established plantings and a high, non-original timber fence to the street boundaries limit views to the residence; as such, recent photographs available in the public domain have assisted in this description.¹

The footprint of the dwelling is broadly rectangular, with a projecting bay to both street elevations. Its main part has a prominent hipped roof clad in slate (likely Welsh) with terracotta ridge cresting and finials to the apices above the bays. Given the date of construction (1910) and the high quality of the building, the terracotta elements are likely to have been imported from France (the Marseilles area via the Wunderlich company).

Three tall and distinctive brick chimneys with plain rendered caps and projecting mouldings pierce the roof. There are exposed rafter ends to the soffit/projecting eaves that continue over the eastern bay (facing Grange Road) and the rear verandah. Existing ogee profile gutters were typical of the early 20th century and could be original.

Celarna's walls are of red brick laid in a stretcher bond (likely cavity wall construction), with some remnant white tuck-pointing to the principal elevations apparent. According to the 1915 MMBW plan (refer below), both bays are faceted. The northern bay (facing Moodie Street) has a rendered moulded string course to the upper part of the wall.

The front porch has timber posts and frieze, the latter with a curved profile and a cut-out motif in the form of a mushroom or umbrella. An unusual stepped, angular profile characterises the upper part of the vertical members. The deck seems to be tiled in terracotta and magenta (or cream) tiles in a diamond/geometric pattern, a common design in the Federation period.

The windows are timber-framed and arranged in paired casements, at least to the bays. They have wide rendered lintels and sills. Decorative glass with a floral motif is evident to a tripartite window at the southeast corner of the house, so other windows likely feature similar detailing. The front door is not visible.

To the rear of the primary footprint, there is a non-original skillion-roof section clad in corrugated sheet metal. Its footprint is larger than the original rear wing outlined on the 1915 MMBW plan.

While the palette and dominant/steeply pitched roof of *Celarna* is indicative of design in the Federation period, its overall composition is unusual, even idiosyncratic. By not employing gable ends or roughcast/half-timber detailing elements, the residence departs from some of the principal characteristics of the then prevailing Queen Anne or Arts & Crafts style. Consequently, its pared-down character can be interpreted as a forerunner of the interwar years' more restrained and 'natural' aesthetic. *Celarna*'s design is interpretable as transitional in mode; however, as the qualities it expresses did not enter the mainstream for about a decade, the dwelling is better understood as innovative within its period and was almost certainly composed by a progressive architect or particularly proficient builder (designer unidentified).

Domain, www.domain.com.au/property-profile/13-grange-road-caulfield-east-vic-3145, circa 2014



Northern elevation (Moodie Street) in front of entry.



Front north-east corner.



Southern and eastern elevation from Grange Road.



North elevation – detail of faceted bay and chimney from rear/west.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s. (Source: *Plan of building allotments in suburban portions* 74 & 90, *Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

^{4 &#}x27;Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide, 1865, p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne*, F. Bailliere, 1880, p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the Interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹¹ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'The Complete Modern Villa' Kooyong Road – Caulfield's residential population and footprint exploded during the interwar years. (Source: *Australian Home Builder*, May 1924, p28)

Henry Heylyn Hayter, *Victorian Year Book For 1880-81*, Government Printer, 1881, p48; and Hayter, *Victorian Year-Book 1892*, Government Printer, 1892, p94

¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land – part of an extensive heathland between Dandenong and North roads – initially formed part of a considerable stretch near the centre of the Caulfield district reserved by the Crown for recreational use in the mid-1850s. This area included natural wetlands, namely 'Paddy's Swamp' (now Caulfield Park) and 'Black Swamp' (now East Caulfield Reserve), as well as an expanse of 'flat sandy scrub', known initially as the 'The Heath' (proclaimed as the Caulfield Racecourse in 1859).¹²

By March 1857, the land between Queens Avenue (west) and Koornang Road (east) had been excised from the reserve system and surveyed, and Grange Road extended to Dandenong Road.¹³ In February 1858, Peter A. C. O'Farrell, then one of Melbourne's most prolific property speculators and a controversial figure, acquired Crown Portion 97, which included the subject land.¹⁴ The eastern boundary of this holding was bordered by Queens Avenue, previously known as Epsom or Racecourse Road, with Grange Road (Mia Mia Road until 1880) in the west. From the late 1910s, this locale became generally referred to as Caulfield East.¹⁵



Parish map showing the survey of the eastern part of the reserve system – owner names are not given Crown Allotment 97 is shaded red.

(Source: Thomas H Lightfoot, Plan of the Parish of Prahran in the Country of Bourke, 1865, SLV)

Crown Allotment 97 passed through multiple hands and by the early 1880s had been amalgamated with the holdings in the north and south under the ownership of the infamous 'land boom' syndicate 'The Freehold Investment and Banking Company of Australia'. ¹⁶ In 1884, this undeveloped tract of property was subdivided and placed on the market as the 'Epsom Estate' (effectively Caulfield East) – a name invoking that of the famous Surrey township, which hosted England's most prestigious race ('The Derby') and played to the racing reputation of Caulfield. At this stage, the subject land was pegged out as part of a large corner lot (no. 85).

Newspaper promotion for the Epsom Estate's 140-odd 'Choice Villa Sites' for 'Racing Men, Horse Trainers, Builders, and Others'

^{&#}x27;Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referred to the central part of the reserve and continued in use into the 20th century.

Suburban Allotments in the Parish of Prahran At Caulfield, SLV, March 1857, BIB ID 1294024

Parish of Prahran, East of Elsternwick (also including 'at Caulfield' area, north of Glenhuntly Road) (Put-away plan, P81 [11], Landata)

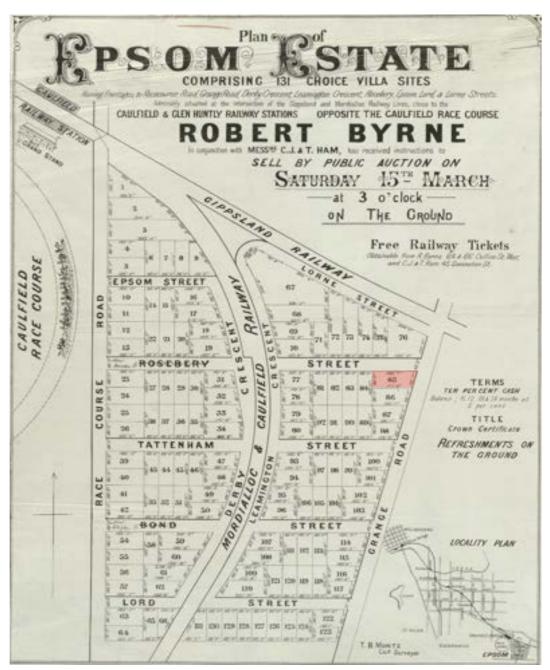
Review of Sand & McDougall's Directory, 1890-1918

Certificate of Title, vol. 1853, folio 432

were intensive in the months leading up the sale.¹⁷ The subdivision's boosterism was particularly effusive and illustrated the increasingly solidified contemporary belief in the suburban ideal:

To those who prefer vehicular travelling this estate [*Epsom*] offers peculiar advantages ... and certainly the finest drives out of Melbourne, from which charming and ever changing views may be obtained. Fine villas and more palatial structures, forming the residences of our most prosperous professional men and merchant princes, are seen on every hand, surrounded or almost hidden by their well kept gardens and shrubberies. EPSOM ESTATE. In approaching it from all points there are no long ranges of low tenements, or "back slums" of the city to be passed through. All the way from the city the road is one unbroken line of interest and beauty. Villa residences, with luxuriant gardens, intermingled with "peeps" of blue placid waters of the bay and invigorating draughts of fresh ozone. ¹⁸

The Epsom Estate comprises most of Caulfield East, except for the racecourse and small area north of Caulfield Station.



The subject allotment (no. 85), orignally near double the size, is shaded red. Note some streets have been renamed – Race Course Road/Queens Avenue, Rosebery/Moodie Street and Bond/Clifton Street. (Source: *Plan of Epsom Estate*, Melbourne, F. Price, 1884, SLV)

¹⁷ 'Advertising', *Age*, 16 February 1884, p2

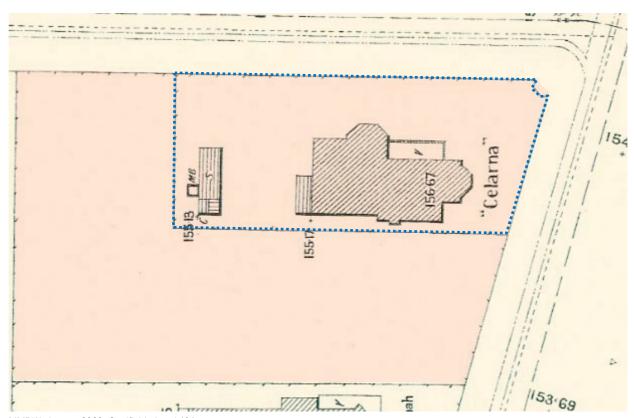
^{&#}x27;Advertising', South Bourke and Mornington Journal, 12 March 1884, p2

In 1888, Frederick George Wood (1862-1924) – a local property speculator/financier and early resident of the Epsom Estate (at *Agincourt*, 1 Clifton Street) – purchased most of the holding bounded by Moodie (then Roseberry) (north) Street, Tattenham Street (south), Grange Road (east), and Leamington Crescent (west). He re-subdivided the lots and sold them progressively into the early 1900s.¹⁹

One of the last purchases was that of husband and wife, Thomas Ernest Simmons and Clara Elizabeth (*née* Wood) Simmons, who acquired Allotment 85 in 1909.²⁰ The next year, the Caulfield rate book listed a 'BH' (brick house) at this property with a NAV of £35.²¹ In 1911, this house was specified by the rate book as having five rooms with the name *Celarna* (unknown provenance).²²

Thomas E. Simmons (1874-1952) was identified at the time as a coach or carriage builder into the 1920s and then afterwards as a 'motor painter'. Clara E. Simmons (circa 1877-1965?) raised a family in the house.²³ The Simmons, who remained in occupation into the 1940s, also subdivided the large grounds, creating the properties at 13,15 and 17 Grange Road and 1, 1A and 3 Moodie Street.²⁴

Celarna' original footprint with north verandah/porch ('V') is depicted in the following 1915 MMBW plan, which also shows the initial extent of Allotment 85.



MMBW plan no. 2063, Caulfield, dated 1915

Allotment 85 of the Epsom Estate is shaded red with the extant dimensions of the subject property outlined in dashed blue (then note fenced). Cross-hatching indicates brick. Note timber (straight hatching) outbuildings at the rear, since removed. (Source: SLV)

The subject place is shown in various 20th-century historic aerials, reproduced below, with a largely unchanged footprint, the most notable change that of alterations and additions to the rear wing.

- 19 Certificate of Title, vol. 2047, folio 386
- ²⁰ Certificate of Title, vol. p3365, folio 861
- ²¹ Caulfield rate book, 1910-1911, entry no. 4812
- ²² Caulfield rate book, 1911-1912, entry no. 5325
- ²³ Ancestry.com.au
- ²⁴ 'Family notice', Age, 14 June 1941, p13



1931 aerial photograph of *Celarna*, indicated by the red arrow with the broader grounds of Allotment 85 undeveloped. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)



1945 aerial photograph of *Celarna*, indicated by the red arrow, with grounds subdivided. (Source: *Melbourne and Metropoltian Area*, Project no. 5, Run 15, Frame 57775, Landata)



Celarna's northern elevation in 1986, drawn for a real estate advertisement: 'A truly picturesque slate roof solid brick and 3 bedroom residence set in verdant garden surrounds. Possessing all the charm and character of this renowned era' (then listed as in Carnegie). (Source: 'Celerna: Edwardian Elegance', Age, 16 October 1986, p14)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.3 Shaping the suburbs)

Comparative Analysis

To date, a relatively large number of Federation period residences have been included as individual overlays or within precincts to the Schedule to the Heritage Overlay for Glen Eira. The vast majority of these places are examples of the picturesque Queen Anne style or Arts & Crafts design mode, expressions that Celarna draws from without being classifiable as such.

Instead, its measured character is more akin to the Federation Bungalow idiom that became more prevalent in the late 1910s and 1920s. The controlled character of Celarna's aesthetic – occurring in 1910 – is uncommon and appears to be singular within the municipality Federation housing stock and demonstrates the work of a designer (unknown) and the willingness of the client to engage in the vanguard of domestic architecture. Celarna has no ready comparisons in the City of Glen Eira.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 29, dated 1990:

C grade (local significance)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy systems controls	Yes
Outbuildings and/or Fences	No
Prohibited Uses Permitted	No
Aboriginal Heritage Place	No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 13 Grange Road, Caulfield East, as defined by the title boundaries.



Recommended extent of heritage overlay (Source: Nearmap, December 2021)

GLENISTON FLATS

Address 1012 Glenhuntly Road, Caulfield South

Significance Local Construction Dates 1940

Period Late interwar

Date Inspected Late 2019



Statement of Significance

What is Significant?

Gleniston Flats at 1012 Glenhuntly Road, Caulfield South, is significant to the City of Glen Eira. This block of walk-up flats was constructed in 1940 by Albert Edward Brooks, a local builder who had acquired the vacant property several months prior.

The significant elements of *Gleniston Flats* are its original form and building envelope, including its hipped roof with concrete tiles, timber-lined soffit, pair of 'waterfall' chimneys, variegated cream/brown brickwork, cantilevered concrete stairs and balconies with metal railing, steel-framed windows, and parapeted garages to Latrobe Street. The low brick fence and front garden footpaths are also significant.

The rear (southwest corner) garages and later additions are not significant.

How is it Significant?

Gleniston Flats is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Gleniston Flats is of historical significance as a progressive late interwar walk-up flat design in the municipality. It is a particularly early example of its type for the district, a forerunner to the flat 'boom' that occurred in Glen Eira during the postwar period when many of its 'modern' features would become mainstream. (Criterion A)

Gleniston Flats is of aesthetic significance as a highly intact example of a late interwar period block of flats in the Functionalist style, which is prominent to Glenhuntly Road. Its embracement of a 'modern' architectural presentation, expressed by its elongated and geometric form, subtle streamlining, and 'waterfall' chimneys, produces a sleek built visual that would have been uncommon in the locale at the time of its construction. The unbroken fascia and length of the hipped roof accentuate the building's noted horizontal character. Its extent of variegated cream brick in the facade and east elevation, employment of steel-framed windows and partly cantilevered concrete stairs/balconies (offering private flat entrances) also bolsters the progressive design qualities of *Gleniston Flats*. (Criterion E)

Description

Gleniston Flats is a two-storey block of walk-up flats (six units) with an elongated, rectangular footprint situated centrally on a large corner allotment at the intersection of Glenhuntly Road and Latrobe Street.

It has a medium-pitched roof formed from a series of hips clad in tiles (possibly concrete), which are likely original. A pair of broad and tall chimneys with 'waterfall' treatment distinguish the long northern elevation. The latter punctuate the eaves, which have a wide overhang, dark painted fascia and slatted timber-lined soffit. The prominent verticality of the chimney shafts contrasts with the general horizontal emphasis of the design, an effect that sought to impart a 'streamlined' character. On the western elevation is a plainer square chimney.



North elevation.

Gleniston Flats is of brick construction (stretcher bond). Its street-facing elevations (north and east) utilise light cream bricks with some salmon/manganese hues to furnish a variegated aesthetic. Also, liver red bricks are used to define the plinth to these elevations, and paired courses of narrow, umber tapestry bricks (slips), both of which contribute to the streamlined effect or horizontal emphasis. The less visible elevations (southern and western) are of red brick.

Cream bricks had begun to feature within the contractors' lexicon during the late 1930s and progressively supplanted red and clinker bricks as a fashionable choice. By the early 1940s, they were mass-produced and rapidly became – along with veneer construction – key aspects of the mid-century-built landscape. Gleniston Flats is a relatively early example of their use in the area at such a scale.

Graeme Davison, Tony Dingle and Seamus O'Hanlon, eds., *The Cream Brick Frontier: histories of Australia suburbia*, Monash University, 1995), passim

Articulating the long north elevation (Glenhuntly Road) is an asymmetrical stepped arrangement of interlinking projecting bays and deeply recessed entrances. There are also three part-cantilevered brick and concrete stairs with curved sections and integrated balconies, all with fine metal balustrades with a geometric motif.

Fenestration to the street-facing elevations of the building is either casements or fixed in varied combinations, including single narrow openings, corner windows and tripartite arrangements (fixed central pane with flanking awnings). These windows have original steel frames, horizontal glazing bars and umber-brick sills (slips). At the end of the 1930s, steel frames at domestic buildings remained readily interpretable as 'ultra-modern' features, considered to achieve an 'excellent horizontal and vertical appearance' and 'maximum' natural lighting.²

In keeping with the plainer character of the rear (southern) elevation, timber-framed double-hung sashes or small louvred windows are utilised, several with concrete lintels. Entrance doors to the individual flats – obscured by contemporary metal security grilles – appear timber-framed with a central glazed panel.

To the rear of *Gleniston Flats* is a single-storey garage block, consisting of four units, which address Latrobe Street. This volume is detached but connected to the flats by a parapeted brick garden wall with a later addition hinged metal door. The garage is also constructed of variegated cream brick – corresponding to the material palette of the primary building – and have flat roofs clad in metal sheeting, which are concealed by a stepped parapet. The panelled metal tilt doors and concrete rendered lintels are original, although the concrete paving in front of the garage is not original.

Another original garage is situated in the southwest corner of the place, accessible at the end of a dual wheel strip driveway. It is largely obscured from the public domain but seems to mirror the design of the Latrobe Street garage, albeit in red brick.



Garages at Gleniston Flats, viewed from Latrobe Street.

The Glenhuntly Road and Latrobe Street frontages of *Gleniston Flats* are bordered by an original low cream-brick fence (stretcher bond), with the plinth and coping (rowlock course) picked out in red brick. To openings (pedestrian entrances and vehicular), the fence incorporates a subtle curve that terminates at a short pier. The front garden retains a pair of original concrete paths and the general character of a mid-20th century garden: a dominant lawn edged with low plants and shrubs.

² 'Modern Design Feature in £85,000 New Building', Herald, 10 November 1937, p24

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

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Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

⁴ 'Advertising', Argus, 27 May 1853, p9

⁵ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁷ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁸ Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.¹¹ This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population. 12 It was during the early 20th century, that locales such as South Caulfield and Murrumbeena consolidated; apparently, on the back of an influx of English and Scottish immigration. 13 Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

- ¹¹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24
- Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics
- Murray and Wells, From sand, swamp and heath: A History of Caulfield, p116

Place-Specific

The subject land formed part of Crown Allotment 62 in the Parish of Prahran, East of Elsternwick, which was acquired by Montague Gabriel Newton in May 1853. 14 Newton's ownership was brief, for, by September that year, both Crown Allotments 62 and 63 had been sold to members of the Rothschild family, prominent Anglo-Jewish London bankers through their Melbourne-based relative/agent Leslie Jacob Montefiore. 15 At the time, it appears that the growth of Melbourne (pre-Gold Rush) had attracted the attention of the Rothschilds, who set out to acquire land for speculative purposes. 16



Early parish map of the Caulfield district, with Crown Allotment 62 shaded red. (Source: Thomas H. Lightfoot, Plan of the Parish of Prahran in the Country of Bourke, 1865, SLV)

Soon after the Rothschilds' acquisition, a plan was prepared for the subdivision of Crown Allotment 62 and 63, with 56 allotments of roughly one acre each arranged in a grid pattern around two central square reserves. The subdivision, which may have been the earliest attempt at suburban development east of the original Village of Elsternwick (now the north part of Brighton), was referred to as the 'new township of Mount Gunnersbury', a name which undoubtedly derived from the Rothchilds' London estate *Gunnersbury Park*.¹⁷

Many of the street names indicated on the subdivision plan (Rothschild, Laura, Emma, Augusta, Justina, James and Latrobe) appear to reference members of the Rothschild and Montefiore families. All but one (never laid, Justina) are in use today. 18 The *Mount Gunnersbury* allotments were advertised in October 1853 as being 'admirably adapted for market gardens, small farms,

¹⁴ 'Advertising', Argus, 27 May 1853, p9

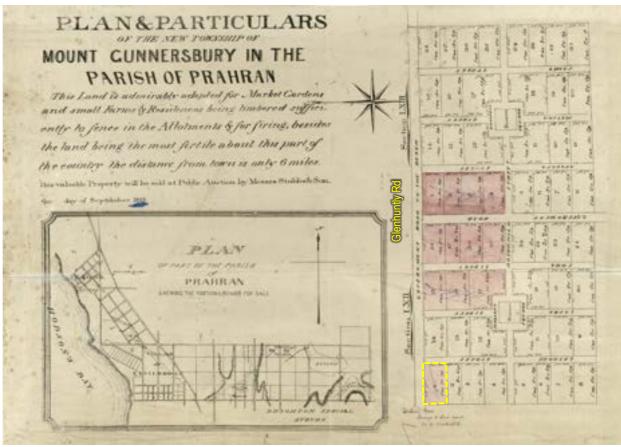
Application file for transfer of land to Torrens title no.6874. The relationship between the Rothschilds and the Montefiores arose when Sir Moses Montefiore in 1812 and Nathan Mayer Rothschild in 1806 married sisters Judith and Hannah Barent-Cohen. This connection was strengthened by subsequent marriages between members of the two families.

Niall Ferguson, The House of Rothschild: The World's Banker 1849-1999, vol. 1, Penguin Book, 2014, passim

¹⁷ Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, dated 1853, SLV, available online

As indicated on the 1853 subdivision plan, Justina Street was intended to lie between, and run parallel to, Augusta and James streets. Glen Huntly and Booran roads were referred to as 'Government Roads' on the plan.

and villa residences' and being close to the proposed railroad to Brighton. ¹⁹ Only eleven allotments were sold in 1853 however (a twelfth was sold four years later in 1857), one of which, no. 28, incorporated the subject land. The name Mount Gunnersbury does not appear to have been widely adopted. In 1855, Jeffrey Cullen took over as the Rothschilds' agent after Montefiore declared bankruptcy. ²⁰



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. Allotment 28, which included the subject land, is outlined in dashed yellow. Red shaded lots are those that sold in the 1857 sale. (Source: SLV, available online)

Initial sales were sluggish, and the Mount Gunnersbury name failed to gain any traction; although the subject land – part of Lot 1 – was one of the holdings that sold in 1857. It passed through several hands undeveloped before being acquired by the Earwood H. Osborn, an East Malvern 'medical practitioner', in 1928.²¹

Around this time, Lot 1 was subdivided, dividing it into nine narrow-fronted and elongated lots, apparently to attract commercial development (shop/dwelling type building). This pattern was likely selected to continue the run of retail premises that had started in the early 1920s at the western end of the block (east of Kean Street). Two of the western allotments associated with Lot 1 were sold in 1936 and shops were constructed soon after (now 1080 and 1010 Glenhuntly Road).²²

The remainder of the lots – the subject land –was later purchased in September 1940 by Albert Edward Brooks, a Glenhuntly-based 'builder' (then a resident of 21 MacGowan Avenue).²³ Little is known about Albert or the extent of his construction activity in the district; however, it seems likely that he was responsible for the erection of the subject flats, their completion documented in November 1940 by a Plan of Drainage. The first listing of the subject building was in the 1942 Sands & McDougall's Directory, where it was provided with the name Gleniston Flats. Albert's timing in constructing the flat block was unknowingly

¹⁹ 'Advertising', Argus, 17 October 1853, p9

Application file for transfer of land to Torrens title no.6874; and Ferguson, *The House of Rothschild: The World's Banker 1849-1999*, passim

²¹ Certificate of Title, vol. 5450, folio 890

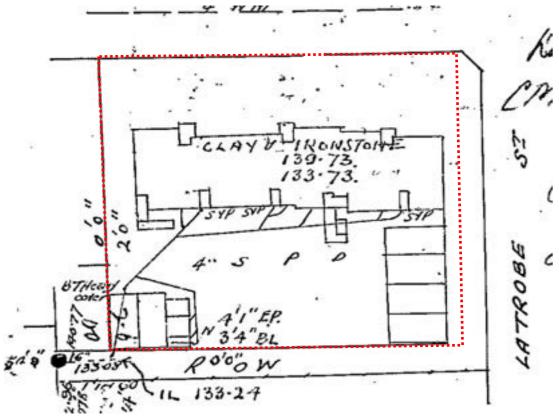
²² Certificate of Title, vol. 6087, folio 205

²³ Certificate of Title, vol. 6416, folio 112

advantageous, as by 1942 (following Japan's entry into WWII), rationing intensified, making building materials for private construction scarce.²⁴



1931 aerial photograph of the subject land, indicated by the red arrow, then vacant. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)



Extract from the *Plan of Drainage* for *Gleniston Flats*, detailing the footprint of the building and both sets of garages. 'A E Brooks' is recorded on the plan as the owner and agent. The latter can infer the builder. (Source: South East Water, *Plan of Drainage*, no. 221240, dated 13 November 1940)

Kate Darian-Smith, *On the home front: Melbourne in wartime, 1939-1945* (Melbourne, Oxford University Press, 1990, see 'Rationing and Shortages'

An early rate book entry for the flats listed the six tenants as two clerks, an accountant, a contractor, a process worker and a salesman.²⁵ Based on a review of a 1945 aerial photographs and pertinent editions of the *Sand & McDougall's Directory*, *Gleniston Flats* appear to be amongst the first phase of flat development in the area. Initially, flats and some of the Caulfield civic representatives and citizens had an ambivalent relationship. Comments like the following in a 1921 Age article were common:

A suburb built of neat cottages is infinitely more attractive than a flat centre ... the majority of the members of Caulfield council do not approve of the erection of flats ... and some time ago it was proposed to prohibit them altogether.²⁶

Low-rise flat development had appeared sporadically in the district since the early 1920s. Yet, proposals were often refused by the council based on their 'unwritten policy of encouraging home life' (to which flats were deemed unconducive).²⁷ This attitude started to slowly shift in Caulfield during the 1930s as flats became recognised as a means of catering for growing accommodation demands and offering a different housing experience, especially in the suburbs. Flats could also prove to be lucrative developments. Prior to the introduction of strata title from 1960, independent flats were nearly always rented, a boon for the building's owner.

By the late interwar years, Caulfield was beginning to emerge as a major centre for generally low-scale flat development in Melbourne, a trend that intensified into the postwar years.²⁸



1945 aerial photograph of *Gleniston Flats*, outlined in dashed red. Note the two sets of garages and front garden paths (surviving). (Source: *Melbourne and Metropolitan Area Project*, no. 5, Run 15, Frame 57779, Landata)

²⁵ Caulfield rate book, 1948-49, entry nos 2573-2578

²⁶ 'Flats at Caulfield', *Age*, 30 May 1923, p11

²⁷ 'Home Life First: Caulfield Council's Policy', Age, 10 August 1939, p16

Built Heritage, City of Glen Eira Thematic History [Refresh] 2020, p87

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

Gleniston Flats reflect the Functionalist style, a popularised variant of international Modernism that emerged from the mid-1930s and continued into the 1950s. The Functionalist hallmarks of the building are expressed in its geometric form and eschewing of applied ornamentation. Compared to the Moderne style, also popular in the 1930s, this design mode was typically more overtly rectilinear, showcasing an uninterrupted horizontality (as opposed to the contrasting horizontal/vertical emphasis characteristic of the Moderne). Both the Moderne and Functionalist styles often did integrate traditional elements, like hipped roofs, generally in an effort to better integrate with established streetscapes.

Two-storey, walk-up flats developed to form a distinct layer within the municipality's built landscape between the late interwar years and the 1950s – reflecting a gradual attitudinal shift from a near-exclusive attachment to detached housing to modes of higher-density living. Numerous flats from these decades remain in Glen Eira; however, to date, only a few have been included in the Schedule to the Heritage Overlay, predominantly in recent amendments.

A small number of flats in the municipality, generally of cream brick or rendered, are included in Glen Eira's Heritage Overlay Schedule. While similarities are apparent with *Gleniston Flats* (streamlining, steel-framed windows, etc.), these heritage places display the curved corners, stepped entrance bays, and parapets indicative of the streamlined Moderne, a different variation of progressive interwar design than the Functionalist *Gleniston Flats*.

The other comparable late interwar Moderne/Functionalist flats affected by a heritage overlay (HO) are:

- 1 Lockerbie Court, St Kilda East (HO210). A two-storey rendered block of flats in the Functionalist style with some
 contrasting face brickwork (clinker to the plinth, Roman/tapestry to the entry bays) with curved/Moderne elements,
 constructed in 1936-37 to the design of the architect William Henry Merritt.
- 325/325A Bambra Road, Caulfield South (HO204). A cuboid duplex with a stepped façade of mainly cream brick with a broad rendered band and a parapet, built by a local builder Charles Ring in 1939.
- Olgita, 440 Dandenong Road, Caulfield North (HO205). A streamlined Moderne flat of likely overpainted brick and rendered
 with a part parapet and part hipped roof visible and prominent curvilinear bays. Constructed 1940, likely to the design of
 architect Leslie J. W. Reed.
- Linden Flats, 575 Inkerman Road, Caulfield (HO208). A fully rendered two-storey flat with a clinker brick base and marked streamlined Moderne character, built in 1937 by notable local builder Thomas Wilson Morris.

Flats built after Gleniston Flats in the postwar period subject to a HO and comparable include:

• Greyfriars, 53 Balaclava Road, St Kilda East (HO219). A substantial cream brick flat development (43 units) arranged in two and three-storey wings arranged around a central garden, built and designed by Bernard Evans after WWII in 1949-51. Individual wings have varying characters, with those at the front of the site cuboid in form and starkly Functionalist.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21, dated 1990:

N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls Internal Alteration Controls No Tree Controls No Solar energy systems controls Yes

Outbuildings and/or Fences Yes (brick fence and Latrobe Street garages)

Prohibited Uses Permitted Aboriginal Heritage Place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of Glen Eira Planning Scheme to the extent of the whole property of 1012 Glenhuntly Road, Caulfield South, as defined by the title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

MACK BROS (FORMER)

Address Part of 1050-1058 Glenhuntly Road, Caulfield South (lot 2, 3 and 4 only)

Significance Local

Construction Dates 1949/1954 (Front showroom and office) and circa 1951 (Rear factory)

Period Postwar

Date Inspected Late 2019, August 2022



Statement of Significance

What is Significant?

The *Mack Bros (Former)* building at 1050-1058 Glenhuntly Road, Caulfield South (lot 2-4 only), is significant to the City of Glen Eira. It was constructed in stages for the engineering company Mack Bros (est. 1946). The rear sawtooth factory section was built around 1951, with the two-storey showroom/office at the front of the site following in 1954. The latter replaced or incorporated a previous single-storey front shop and dwelling, which had been erected in 1949. At the initial assessment, Mack Bros was operating at the place but has since vacated the premise.

The significant elements of *Mack Bros (Former)* are its intact cream brick façade with parapet, first-floor steel-framed windows, shopfront windows with a chrome finish, timber-framed entry doors, and tapestry brick plinth. Also of significance is the blank rear wall with a bank of cantered clerestory glazing, which is visible across the front garden of 107 Booran Road West.

How is it Significant?

The Mack Bros (Former) is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The *Mack Bros (Former)* building is of historical significance as a commercial/industrial building prominent to Glenhuntly Road. The construction of the front showroom/office block and rear factory reflects the resumption of light industrial development in Caulfield during the postwar period. The staged construction of the building between 1949 and 1954 reflects the ongoing

expansion of the Mack Bros company and attests to a local manufacturing presence, a less well-known but not inconsiderable aspect of the area's late interwar and postwar history. (Criterion A)

The *Mack Bros (Former) building* is of aesthetic significance as a largely intact two-storey postwar industrial/commercial building designed in the Functionalist style. Evocative of this 'modern' design mode is the building's overall rectilinear form and strong horizontal emphasis, as well as its restrained material palette, including stark cream and brown brick façade. While designed to be harmonious with the established suburban setting, such elements still distinguish it as a retail/display space with an industrial character, which is locally unusual. The expansive canted shopfront windows, which retain their original chrome finish, and the upper band of steel-framed windows are fine elements indicative of the postwar period. (Criterion E)

Description

The brick commercial/industrial building occupies the whole site and consists of two distinct sections: the front, two-storey Functionalist stye showroom and administration block, which addresses Glenhuntly Road to the north, and a larger factory part located to the rear of the site. The site has a large area, with the significant section of the building encompassing three narrow allotments (2, 3, 4).

The front two-storey rectangular section has a metal-clad gambrel roof with a narrow ridge perpendicular to the street, which is concealed by parapets. The façade consists of variegated cream-brick veneer construction with a dark brown tapestry brick plinth. The visible west boundary wall – above the adjoining garage – has been painted beige.



Mack Bros (Former) from Glenhuntly Road.

The first floor has a distinct band of four separate rectangular steel-framed windows of horizontal proportions with brick sills. The windows are tripartite in configuration and have a thin horizontal upper mullion with casement windows to either side of a fixed central pane. The upper edge of the parapet has a rendered horizontal band (mirroring the lower lintel). A ribbed metal rainwater head, possibly original, has been installed at the west end of the façade

The eponymous metal block signage of the company name 'Mack Bros.' was mounted to the brick façade at the mid-floor level but was removed in 2021.1



Shopfront detail.

The shopfront is intact and typical of the postwar period, featuring a continuous, flat concrete lintel (painted) that spans the three large openings. The extensive display windows feature large inwardly canted metal frames (chrome finish or the like) and upper transoms with ribbed glass, while the westernmost opening has a metal garage door. A pair of timber-framed entry doors are located between the two shopfront windows.

The sizable factory/warehouse to the rear part/south end of the place is broadly rectangular and consists of four sawtooth roof sections. The south elevation has been painted and has a metal garage door at the east end with a deep concrete lintel. The upper part of the elevation features a band of outwardly canted windows, slightly recessed, divided by vertical metal mullions and curved corrugated metal sheeting to the roof. The other three sawtooth sections appear to be similar. The east and west (side) brick walls extend above the main roof.



Rear section with saw-tooth roof.

This original sign had an outer face painted red and was stylistically representative of postwar graphic design and typography, which emphasised legibility and rationality, exemplified by the popular typefaces like those produced by the Swiss designer Max Miedinger (for instance, Helvetica).

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: *Plan of building allotments in suburban portions* 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

² A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁶ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population. ¹¹ It was during the early 20th century, that locales such as South Caulfield and Murrumbeena consolidated; apparently, on the back of an influx of English and Scottish immigration. ¹² Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

- ¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24
- Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics
- Murray and Wells, From sand, swamp and heath: A History of Caulfield, p116

Place-Specific

The subject land formed part of Crown Allotment 62 in the Parish of Prahran, East of Elsternwick, which was acquired by Montague Gabriel Newton in May 1853.¹³ Newton's ownership was brief, for, by September that year, both Crown Allotments 62 and 63 had been sold to members of the Rothschild family, prominent Anglo-Jewish London bankers through their Melbourne-based relative/agent Leslie Jacob Montefiore.¹⁴ At the time, it appears that the growth of Melbourne (pre-Gold Rush) had attracted the attention of the Rothschilds, who set out to acquire land for speculative purposes.¹⁵



Early parish map of the Caulfield district, with Crown Allotment 62 shaded red. (Source: Thomas H. Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

Soon after the Rothschilds' acquisition, a plan was prepared for the subdivision of Crown Allotment 62 and 63, with 56 allotments of roughly one acre each arranged in a grid pattern around two central square reserves. The subdivision, which may have been the earliest attempt at suburban development east of the original Village of Elsternwick (now the north part of Brighton), was referred to as the 'new township of Mount Gunnersbury', a name which undoubtedly derived from the Rothchilds' London estate *Gunnersbury Park*.¹⁶

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¹³ 'Advertising', *Argus*, 27 May 1853, p9

Application file for transfer of land to Torrens title no.6874. The relationship between the Rothschilds and the Montefiores arose when Sir Moses Montefiore in 1812 and Nathan Mayer Rothschild in 1806 married sisters Judith and Hannah Barent-Cohen. This connection was strengthened by subsequent marriages between members of the two families.

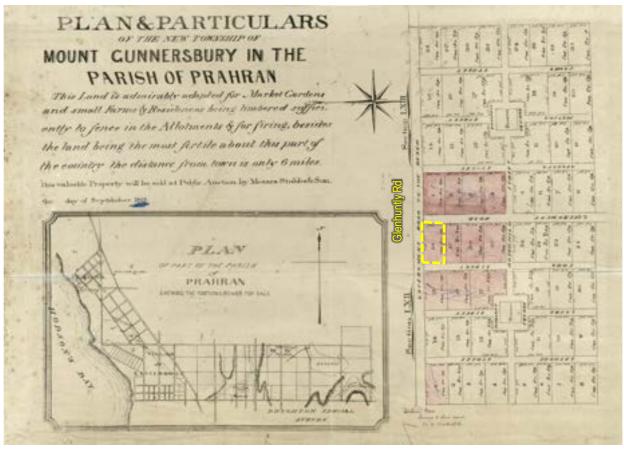
Niall Ferguson, *The House of Rothschild: The World's Banker* 1849-1999, vol. 1, Penguin Book, 2014, passim

¹⁶ Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, dated 1853, SLV, available online

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¹⁸ 'Advertising', Argus, 17 October 1853, p9

does not appear to have been widely adopted. In 1855, Jeffrey Cullen took over as the Rothschilds' agent after Montefiore declared bankruptcy.¹⁹



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. Allotment 28, which included the subject land, is outlined in dashed yellow. (Source: SLV, available online)

The name of the purchaser on the Certificate of Title for the sale of Allotment 28 in 1853 is illegible; however, by 1872, it had been transferred to Robert Byrne, an auctioneer.²⁰ During the mid-1880s, the affluent councillor, John Charles Holland, then the resident of the nearby mansion *Heather Brae* (now 73 Neerim Road, HO46), brought up the Glenhuntly Road frontage of Allotment 28.²¹ In 1909 Holland's holdings were reconfigured and offered as 15 'valuable business and residential sites' within the 'progressive suburb' of Glen Huntly.²²

Sales were sluggish and the subject land remained in the ownership of the Holland family into the late 1940s. During this time, it was repeatedly re-subdivided, finishing as elongated and narrow lots suitable for commercial development. A recognition of the retail strip character that had emerged west of Glenhuntly Station since the late Federation period in the broader vicinity of the place.²³

On either side of the subject land, two brick stores were built – no. 1060 in 1924, which survives, and another in the west (lot 5) by 1945, that has since been replaced.²⁴

Application file for transfer of land to Torrens title no.6874; and Ferguson, *The House of Rothschild: The World's Banker 1849-1999*, passim

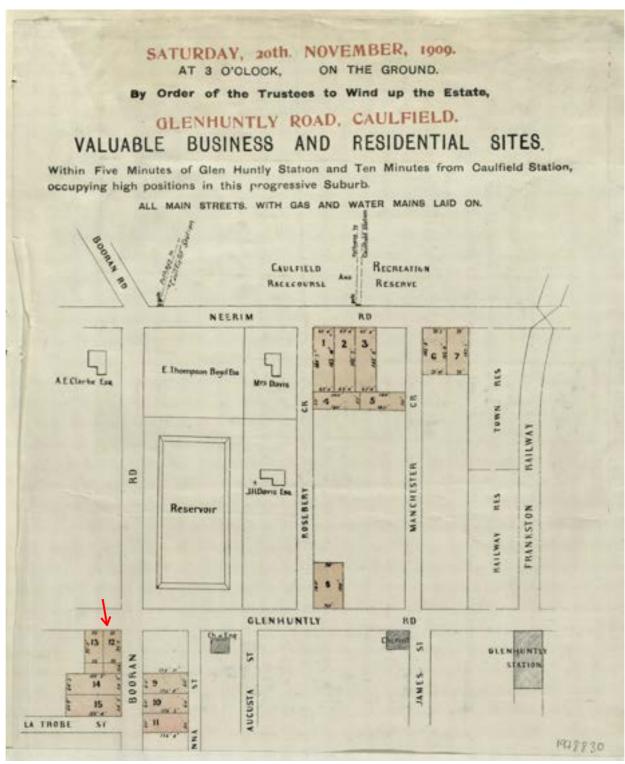
²⁰ Certificate of Title, vol. 542, folio 328

²¹ Certificate of Title, vol. 1745, folio 851 (1885); vol. 2531, folio 058 (1894), and vol. 3143, folio 501 (1906)

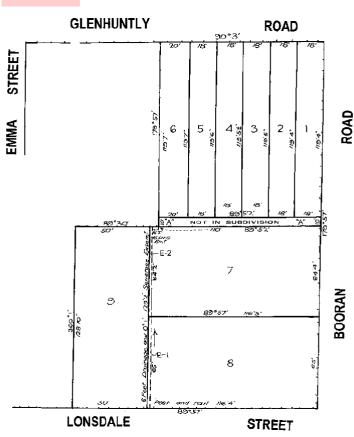
²² 'Valuable Business and Residential Sites,' 20 November 1909, BIB ID 1978830, SLV, available online

This reconfiguration occurred in 1921. (Landata, LP 8612)

Sands & McDougall's Directory, 1924



Estate sale of Holland's property scattered across the Glen Huntly locale in 1909. The future location of the subject building is indicated by the red arrow. (Source: SLV, http://handle.slv.vic.gov.au/10381/166333)



1921 subdivision showing the subject site (allotments 4, 5 and 6). (Source: Landata, LP 8612)



Aerial photograph of Glenhuntly and Booran roads about 1931. The vacant subject land (red arrow) and adjacent corner store (no. 1060) is visible. (Source: Source: Charles D Pratt, *Large town, showing residential area and parks*, SLV, H91.160/1588)

In August 1949, brothers Kenneth Lever Mack (1919-2009) and Lawrence Horner Mack (d. 2010) purchased lots 3 and 4.25 Three years prior, they had founded a plumbing company named Mack Bros.26 In the wake of acquiring three-quarters of the subject land, the Mack brothers constructed a 'brick shop and dwelling' across the Glenhuntly Road frontage (circa 1949). The Caulfield rate book noted 'brick additions' the following year.27 A 1951 aerial photograph, reproduced below, depicts this formative stage of development with the single-storey building evident to the front half of lots 3 and 4.28 The lot between this building and the corner store (no. 1060) remained vacant at this time.





²⁵ Certificate of Title, vol. 754, folio 635; and Certificate of Title, vol. 040, folio 849

http://www.mackbros.com.au/. The brothers were listed at 451 Glen Eira Road, Caulfield. (Advertising *The Age*, 1 June 1949, p14), which was, and remains, a residential property.

²⁷ Caulfield rate book, 1949, entry no. 559. The first section was constructed as a 'brick shop and dwelling' to the value £2500 with subsequent brick additions to the total of £1,000.

The depth of the building is similar to the front hipped roof section of extant building and there is possibly a street canopy.

1945 aerial photograph with the vacant subject land indicated by the red arrow. (Source: Melb. and Metropolitan Project No. 5, Frame 57714, Landata)

1951 aerial photograph depicting the front shop/dwelling building across the front part of allotments 3 and 4 (red arrow). (Source: Melbourne and Metropolitan Project No. 5, Frame 57714, Landata)

Mack Bros soon expanded, acquiring lot 2 in February 1951.29 It appears that the rear sawtooth factory section was constructed around this time, across lot 2, 3 and 4. In 1954, the company replaced or absorbed the front verandahed shop into a two-storey Functionalist style showroom/office that ran along the front of the subject land.³⁰ The 1954 aerial photograph, reproduced below, shows the construction of the existing front half of the place.



1954 aerial photograph showing the existing front two-storey Functionalist style showroom/office under construction (internal partitions are apparent on close inspection). Note the presence of the rear attached sawtooth roof. (Source: Landata, Melbourne and Metropolitan Project, No. 3, Frame 30)

Mack Bros appears to have accommodated both commercial (front of property) and light industrial (rear) uses. The company transitioned from the provision of local plumbing services, such as hot water installation, into the manufacture of hot water cylinders, supplies, taps and fittings by the early 1950s.31 Sheet metal for roofing and rainwater goods may also have been produced onsite.³² In 1955 Mack Bros was listed in the Sands & McDougall's Directory as 'engineers', a common descriptor over the early and mid-20th century for those involved in fabricating parts and some materials.33

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WATER
manufactured
               of
                    Copper
         bottom).
   and
                   heavily
                           insulated
     enclosed
              in
                        gauge
          MACK BROS.
       -672 Glen Huntly-road
           CAULFIELD.
              UL7080.
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²⁹ Certificate of Title, vol. 707, folio 323

Construction work continued into October of that year when Mack Bros advertised for a brick layer at 664 Glen Huntly Road. ('Situations Vacant', Age, 27 October 1954, p31)

³¹ 'Advertising', Age, 1 November 1952, p21

³² 'Advertising', Age, 24 November 1951, p38

³³ Sands & McDougall's Directory, 1955, p263 (Mack Bros is listed as 'general engineers' and occupy nos. 668-672, Glen Huntly Road, Caulfield)

Example of a Mack Bros advertisement around the time of the place's consolidation. (Source: Age, 6 September 1952, p18)

While industrial development was not a pronounced aspect of Caulfield's predominantly residential expansion during the interwar and postwar years, it was not insignificant. Alongside the establishment of a few large-scale manufacturing complexes across the municipality, the City of Glen Eira Thematic Environmental History [Refresh] 2020 identifies the 1950s/60s trend of smaller (generally family-run) manufacturing enterprises, often involved in the broad construction industry (materials, fittings, etc.), setting up at or near well-established retail hubs. Many of these premises - generally inserted into consolidated suburban settings – often incorporated a front-of-house commercial function and were architectural of a high quality.³⁴

By 1960 Mack Bros expanded to occupy a cream brick building on the opposite side of Glen Huntly Road (no. 1043-1047).35 Over this decade, various factory roles and administrative positions at the company were advertised in the local press, such as for sheet workers ('well above Award wages').36

In 1975 Mack Bros acquired lots 5 and 6 in the west.³⁷ The postwar shop (lot 5) was demolished, and the company built the existing single-storey cream brick motor garage.

At the time of assessment, Mack Bro. continues to operate from the place as well as opposite (no. 1043-1047).

The 1958 aerial photograph below depicts the extant gambrel-roofed showroom/office with parapet and likely a cantilevered

canopy to the front (since removed). The rear sawtooth factory is also shown.



1958 aerial photograph with Mack Bros approximately shaded red. There appears to be a cantilevered canopy at the front, since removed, which was continuous with the corner/faceted canopy that survives at the corner shop. (Source: Melbourne Outer Suburbs No. 2 Project, No. 328, Run 9, Frame 59, Landata)

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020, pp50-51

³⁵ Sands & McDougall's Directory, 1960, p274

Advertising Age, 5 February 1968, p16; Advertising Age, 18 February 1969, p22

Certificate of Title, vol. 707, folio 360; Certificate of Title, vol. 707, folio 323



Mack Bros (Former) prior to the removal of the original sign.

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

5.0 Building Victoria's Industry and Workforce (5.2 Developing a manufacturing capacity)

Comparative Analysis

Mack Bros (Former) is a commercial/industrial example of the Functionalist style, which emerged from the mid-1930s on the back of some progressive architects seeking to engage with and interpret international Modernism. It continued to be utilised into the 1950s as a readily identifiable 'modern' aesthetic that generally featured strongly geometric forms, bald facades, recessive entrances and thin-framed rectangular windows. New industrial construction techniques and materials (steel, concrete, glass, chrome, prefabrication) were also routinely embraced. Functionalism was distinct from the Moderne, although both often shared aesthetic elements and responded to similar modern planning/design concepts.

The primary heritage-listed example of the Functionalist style in Glen Eira is the large-scale flat complex known as *Greyfriars* at 53 Balaclava Road, Caulfield (HO219). It was constructed 1949-51 to the design of Bernard Evans and displays a mostly consistent cream brick palette. The employment of the stark Functionalist idiom is restricted to the front pair of blocks (concealed roofs). As an innovative flat development, it is a different typology and scale to Mack Bros (Former).

To date, several postwar buildings have been included as individual places under the Schedule to the Heritage Overlay for Glen Eira - chiefly houses within precincts. However, no commercial/industrial building from the 1950s has been recognised for heritage significance in the municipality, despite the marked – generally light – manufacturing development that occurred during this decade in the municipality.

There are some representative examples of Functionalist commercial premises in the Bentleigh Retail Precinct (HO160) and Grand Views Estate Shops (HO165), both of which run along Centre Road. In particular, at the Grand Views Estate Shops, there is a run of two-storey cream brick shops with stepped parapets, brown brick trims and timber-framed window banks (nos 173-187). The Caulfield South Shopping Centre and Environs (HO66) precinct also contains a cuboid cream/red brick Functionalist former printing factory (Glen Press) at 711 Glenhuntly Road, Caulfield South, constructed in the early 1950s. It has a manganese tapestry brick plinth and retains some original steel-framed windows (first floor) but is smaller and less distinctive than Mack Bros and has also been identified as non-contributory.

The other heritage-listed postwar period commercial building of individual heritage significance is the *Centre Arcade and Neon Sign* at 325 Centre Road, Bentleigh (HO162), built in 1959. It is indicative of the International Style and features a wall of aluminium-framed windows and coloured spandrel panels (mauve and yellow) to the upper level.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21, dated 1990:

N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls No
Internal Alteration Controls No
Tree Controls No
Solar energy systems controls Yes
Outbuildings and/or Fences No
Prohibited Uses permitted No
Aboriginal Heritage Place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent shown on the map below, being lot 2, 3 and 4 of 1050-1058 Glenhuntly Road, Caulfield South.



Recommended extent of heritage overlay (Source: Nearmap, January 2020)

ROSE HILL AND STABLES

Address 130 Booran Road, Glen Huntly

SignificanceLocalConstruction Dates1912-13PeriodFederationDate InspectedLate 2019



Statement of Significance

What is Significant?

Rose Hill and Stables at 130 Booran Road, Glen Huntly, is significant to the City of Glen Eira. It was constructed between 1912-13 as a residence and private stables for the horse trainer Richard Edward Bruce. The famed New Zealand jockey, Hector Edward Grey, also lived briefly at the place (1915-16).

The significant elements of *Rose Hill* are its hipped roof clad in slate, terracotta cresting, chimneys, exposed rafter ends, dormer window, walls of red brick, tuckpointing and remnant red wash, curved bay windows with hoods, original openings, decorative glass, and return verandah including tiled deck, paired posts, and timber/roughcast details.

Significant components of the *Stables* building are its gabled roof, bevelled-edged weatherboards, and original openings, including doors with vertical battens in the north elevation.

Later additions, including the dwelling's rear skillion/flat-roofed addition and carport, are not significant.

How is it Significant?

Rose Hill and Stables is of local historical, aesthetic, and representative significance to the City of Glen Eira.

Why is it Significant?

Rose Hill and Stables are of historical significance as an illustration of well-heeled residential development in Glen Huntly during the early 20th century, a period of marked growth for the area. In keeping with a suburban development pattern apparent

throughout the area at the time, prosperous newcomers often commissioned the construction of considerable brick residences with striking forms and frontages along the main roads in the district – both as an attestation of personal social status and the rising profile of the area. The early associations of the place with the horse racing industry, a thread that extended from Caulfield Racecourse throughout the locale, is reflected by its first two owner-occupiers, the trainer R. E. Bruce and jockey H. E. Grey, as well as by the survival of the stables. (Criterion A)

Rose Hill is of aesthetic significance as a distinctive and highly intact example of a commodious Federation-period brick house in the Queen Anne style. In contrast to much of its equivalent housing stock in the area, which emphasises complex forms, the residence has a more contained footprint enveloped by a hipped roof with a central attic-storey dormer. Such restraint is offset by an array of decorative elements, such as curved bay windows, extensive leadlighting, decorative glazing, and the screen-like treatment of the return verandah. The residence's high-quality material palette of slate, terracotta, red brick and the employment of natural motifs (floral leadlighting) – are evocative of the Arts & Crafts movement – are also of note. (Criterion E)

The *Stables* building, visible from Rothschild Street, is of representative significance as a good and largely intact example of a typology once common to the central and eastern part of the municipality. The utilitarian timber gabled form distinguishes the building within its broader context, while the loft door signals its former function. (Criterion D)

Description

Rose Hill is an attic-storey, Queen Anne style villa located on a large, generally level corner allotment at the southeast intersection of Booran Road and Rothschild Street. The large-scale residence, which is partly obscured by a tall non-original fence and plantings, is situated at a moderate setback from the main thoroughfare, Booran Road. A modern bitumen driveway extends along the front part of the primary dwelling's south elevation from the road. The stables are situated towards the rear end of the property and accessed by a concrete driveway from Rothschild Street.

The primary section of the residence has a rectangular footprint with a hipped roof clad in slate, which contrasts with terracotta serrated cresting to the hips and ridges and curved finals to the apices. Exposed rafter ends are evident to the eaves overhang. Four tall red brick, heavily corbelled chimneys – indicative of the Federation period – are prominent to the roofscape. Most of these chimneys retain a terracotta chimney pot. On both the south and north elevations are projecting hipped-roof wings.

A gabled dormer window sits above the façade at the centre of the Booran Road-facing roof plane (west). Initially, it likely contained a recessed balcony/sleep-out'; however, this opening has been enclosed with aluminium-framed glazing. The original timber bargeboard as well as the roughcast sheeting and battens remain.







South side.

Rose Hill has walls of red brick in a stretcher bond. Remnant white tuck-pointing and an original red wash (emphasising the vibrancy of the brickwork) is apparent in both the façade and north elevation.

The façade features a curved bay window at the north end and a verandah that returns along the south elevation. The bay is comprised of a quadripartite bank of timber-framed casements and toplights with leadlighting and decorative glass featuring floral

motifs. Surmounting the bay is a slate-clad hood supported by curved timber brackets. Similar detailing is evident to the bay windows on the north and south elevations.

The verandah is located beneath the main roof and has a tiled deck with a basalt edge and terracotta tiles with cream and darker tiled highlights. The timber posts are paired with a three-part screen composed of an upper band with roughcast sheeting, narrower middle band with flat sheeting, and lower fretwork with arched profile.

Visible windows are timber-framed. Two windows in the north elevation (Rothschild Street) have near flat arched lintels (slight camber) with voussoirs and decorative glazing. Between this pair is a non-original window (without voussoirs).

Attached to the rear of *Rose Hill* is a later addition flat or skillion-roofed (corrugated metal sheeting) volume with walls of weatherboard and red brick.



North elevation from Rothschild Street.

The timber-framed stables have a gable roof clad in non-original corrugated metal sheeting. The walls are clad in horizontal weatherboards with a bevelled edge and timber-framed openings. A loft door with vertical boards is evident to the upper section of the north-facing gable end and a wider timber door is partly visible below. The ground level is largely concealed from the public realm; however, the roof of an entry porch is visible to the west side, as are the architraves of some openings. The stables are separated from the rear/east boundary by a modern steel-framed carport.



Stables building from Rothschild Street.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.¹ The majority of the southern half was made available as large block holdings from May 1853.² Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.³ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁴

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁶ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.⁷

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000).8 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

² 'Advertising', Argus, 27 May 1853, p9

³ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁵ Robert Whitworth, *Bailliere's Victorian Gazetteer Road Guide* (London, 1865), p84

⁶ Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.⁹ This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹⁰ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹¹

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies.¹² The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).¹³ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services.¹⁴ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand.¹⁵

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.

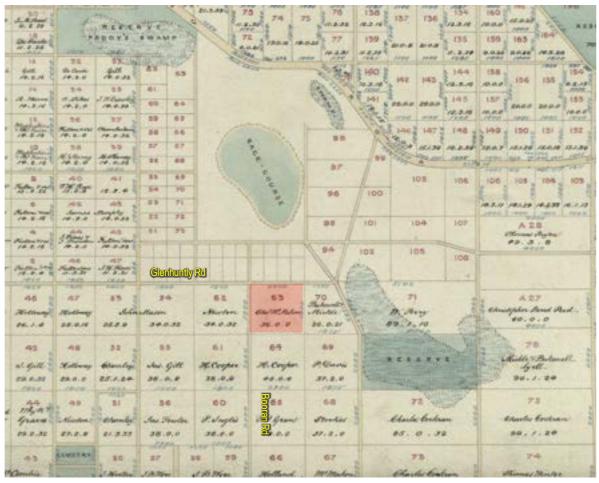


Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

- ⁹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24
- Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.
- 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6
- The Australian Handbook, Gordon & Gotch, 1905, p447
- Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008
- The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).
- This was possibly the earliest aerodrome set up in Victoria Gladys Vallati, 'Melbourne's First Aerodrome', *Caulfield Historical Newsletter*, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm
- 'Glen Huntly. Rapid Development. Land Dealing and Houses', Herald, 2 October 1913, p4; 'Growth of Glen Huntly', Herald, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', Argus, 4 September 1939, p6
- Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land derives from Crown Portion 63 of the Parish of Prahran, East of Elsternwick, acquired by Sir Charles M. Mahon (later Victoria's chief police commissioner and a politician) in May 1853. This 36-acre parcel (14.5ha) was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' with 'bracken' into the early 1900s. Its principal thoroughfare was and remained Glenhuntly Road, which initially terminated at Grange Road, before being extended east during the 1890s. The compact locality that arose here in the first few decades of the 20th century had become generally known as 'Glenhuntly' (now Glen Huntly) by the 1910s. In



Early parish map of the Caulfield district, with Crown Allotment 63 shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

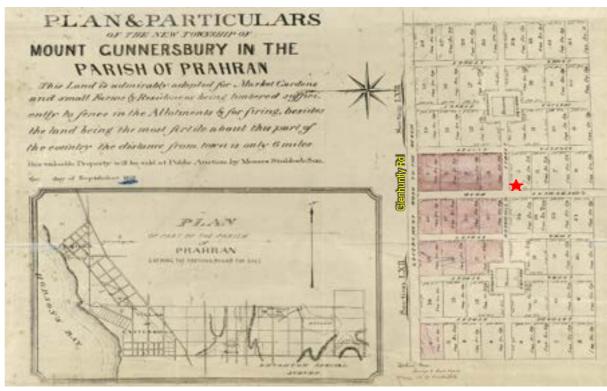
By September 1853, the English branch of the Rothschilds, the internationally prominent Jewish banking family, purchased Crown Allotments 62 and 63 through a relative who travelled to Melbourne, seemingly for speculative reasons.²⁰ Soon after, this acquisition was advertised as the private 'township' development of 'Mount Gunnersbury' (a combination of the area's slightly elevated topography and the namesake of the Rothschild family's personal London estate: Gunnersbury Park).²¹ The 56 allotment subdivision, now seldom remembered, appears the earliest attempt at town planning in the Parish of Prahran, East of Elsternwick, and was laid out in a gridiron pattern. Several of the proposed street names appear to reference members of the Rothschild family (Rothschild, Laura, Emma, Augusta, Justina [not in use], James, and Latrobe).

Special Allotments Clerks' Homes Glen Huntly Estate, Landata, Central Plan Office, Put-away plan, P79M

Glen Huntly was the name of a ship that arrived in Port Phillip in 1840 while suffering from a suspected typhoid outbreak. Crew and passengers were quarantined at Point Ormond ('Red Bluff') and the inland track to this camp became well-known as 'Glenhuntly Road' –Barnard, 'Glen Huntly'

September 1853 date on the *Plan & Particulars of the New Township of Mount Gunnersbury in the Parish of Prahran* (SLV, Bib ID 1603208); and application file for transfer of land to Torrens title no. 6874

Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, 1853, SLV



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. The subject land is approximately marked by the red star, then at lot 18. (Source: SLV, available online)

Initial sales were sluggish, and the Mount Gunnersbury name failed to gain any traction. Unsold land was transferred to two scions of the family, Lionel Nathan de Rothschild (baron) and Anthony Nathan de Rothschild (baronet) in 1874. Under their watch, the remaining property was re-subdivided and again offered for auction.²²

In 1875, the subject land formed part of a 4.4-acre (1.7ha) parcel acquired by Eugene Joshua Barwell Nunn, a Melbourne solicitor.²³ It passed through multiple hands before the existing allotment was established in October 1912, which was purchased by Richard Edward Bruce.²⁴

A month after procuring the corner lot, an unknown architect or builder was advertising for bricklayers and labourers for a construction project at the place.²⁵ In 1913, *Rose Hill* – the subject residence – was recorded in the Caulfield rate book as occupied and described as a seven-roomed brick house with stables.²⁶ Bruce was a 'well-known horse trainer' and owner from Sydney; however, his interaction with *Rose Hill* and Glen Huntly was relatively brief, with both he and his family returning to New South Wales within about two years.²⁷

The likely original footprint of *Rose Hill* is depicted in the 1915 MMBW plan, reproduced below. The rear verandah has been removed, as has a brick outbuilding (possibly a smaller stable) to the rear of the primary residence. The surviving timber stables – noted on the plan as 'Loose Boxes' – are shown as present at the rear of the site within a fenced section of the yard (accessed via gates from Rothschild Street).

²² 'Advertising', *Argus*, 18 August 1874, p8; and Certificate of Title, vol. 695, folio 944

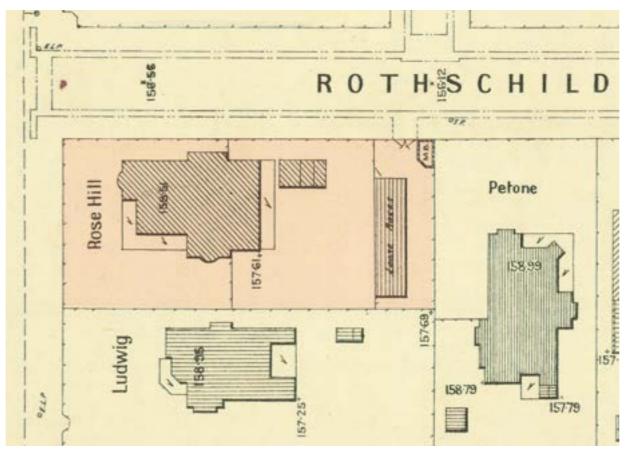
²³ Certificate of Title, vol. 803, folio 578. Nunn also acquired about 8 acres west of Booran Road, part of Crown Allotment 62.

²⁴ Certificate of Title, vol. 3640, folio 865

Age, 20 November 1912, p8. The advertisement most likely relates to the subject site as it is inconsistent with the development of the other three sites at the intersection of Booran and Rothschild streets – the house at no.126 (now demolished) was timber, while nos 117 & 119 were built several years later.

Caulfield rate book, 1912, no. of assessment 5632

²⁷ 'Obituary: Mrs Roseline Bruce', Catholic Freeman's Journal, 7 April 1938, p41



MMBW detail plan no. 2767, Caulfield, dated 1915 – north is the top of frame Rose Hill is shaded red. Cross hatching represents brick with straight hatching timber. 'V' verandah. What 'M.B.' stands for is unclear, presumably some type of drainage connection or trough for the stabled horses. (Source: SLV)

In January 1915, Rose Hill and the some of the Bruce family's furnishing was offered for sale:

Superior brick villa, known as "Rosehill", Booran Road, corner of Rothschild Street (two doors south Glenhuntly Road), Glenhuntly.

The land has a frontage of 71ft by a depth of 155ft along Rothschild Street, upon which is erected a new brick villa, with slate roof, known as "Rosehill", with verandah, tiled floor on two sides, containing entrance hall, drawing-room, dining-room, best bedroom, 3 other bedrooms, bathroom, tiled walls and floor, porcelain bath, with hot and cold water, lavatory basin; kitchen, tiled walls, fitted with large cupboard, range, and tiled place for gas stove, porcelain sink.

The villa is most beautifully finished off, no expense being spared. The principal rooms are fitted with either walnut mantelpieces or overmantels, or oak Minton tiled fireplaces, hearths and fenders to match.

Metal ceilings throughout, red pine doors and skirtings, jarrah floors, electric light, and gas.

One of the most perfectly finished villas in any suburb of Melbourne. It is worth an inspection.

Also timber stables, comprising 4 loose-boxes, well ventilated, electric light laid on, hay loft, man's room etc.

The furniture is to be sold on the same day. This fine villa is within 5 minutes' walk of the Glenhuntly railway station, and one minute walk of the electric tram, passing the Elsternwick railway station direct to the beach.²⁸

The buyer was Hector Edward Gray, the 'irrepressible' and highly successful New Zealand-born jockey, who had ridden 'Silver Bullet' to victory in the 'Warriston Welter' at Caulfield Racecourse in 1911.²⁹ Gray resided at the place during a three-year period of disqualification, after which he returned to New Zealand to continue his racing career.³⁰

²⁸ 'Advertising', *Argus*, 16 January 1915, p2

²⁹ Certificate of Title, vol 3640, folio 865. For Gray – 'Horse, Owner, Trainer and Rider Disgualified', *Argus*, 8 April 1914, p15; '

Hector Gray Reappears', *Winner*, 10 October 1917, p3



'Hector Gray Still Winning', Sporting Globe, 21 April 1954, p9

Between 1916 and 1961, *Rose Hill* was owned and lived at by husband-and-wife Rayner (a bookmaker) and Susie Calvert.³¹ It then passed to their son, who sold it in 1977.³² It is not known for how long the *Stables* building functioned as such, although it was noted in the press that the council was not issuing new permits for private stables in the mid-1950s.³³



Extract from a circa 1931 oblique aerial photograph of the Glen Huntly area – *Rose Hill* is indicated by the red arrow, the stables by the orange arrow. Note what appears to be shutters to the four openings in the west elevation of the gabled stables. Likely original fencing is also shown – timber pickets with ornamental posts to the front garden, unclear to the rear (probably timber palisade). (Source: Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV, available online)

Certificate of Title, vol. 3640, folio 865; and Electoral Rolls, 1925 and 1936 via Ancestry.com.au

³² Certificate of Title Vol. 3640, folio 865

³³ 'Extension Plans for Caulfield Racecourse', Age, 8 September 1954, p3



1945 aerial photograph of *Rose Hill*, outlined in dashed red. The rear verandah and outbuilding were removed over the second half of the 20th century. (Source: *Melbourne and Metropolitan Project No. 5*, Run 14, Frame 57714, Landata)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

- 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)
- 9.0 Shaping Cultural and Creative Life (9.1 Participating in sport and recreation):
 The presence of the Caulfield Racecourse created something of a ripple effect as related activities and business radiated into the environs. (p123)

Comparative Analysis

Rose Hill is an example of a late Federation period brick house in the Queen Anne design mode. Initially, when deployed in Victoria, this style – much adapted from its English roots – gestured towards the medieval revival, such as at *North Park* (VHR H1286) in Essendon by Oakden, Addison and Kemp in 1889. Sometimes an urban Anglo-Dutch character with classicising detail, especially pedimented gables, was also referenced. The renowned work of Ussher & Kemp in this style in Melbourne did not commence until around 1900.³⁴

The Queen Anne style emerged partly as a counter to the classical influence and formality of much Victorian period architecture. Red brick was universally employed in Queen Anne style buildings, departing from the typical brown brick of the 19th century, though chiefly in combination with some roughcast render/finish and timber, especially to the gable ends (half-timbering, bargeboards, screens, brackets, etc.).

This varied material palette reflected the influence of the Arts & Crafts Movement and its key tenets relating to material 'honesty' (natural, locally produced) and beauty associated with utility, which evolved from a renewed appreciation for traditional or vernacular English buildings. Characteristically, Queen Anne style houses have a picturesque roofscape featuring steeply pitched gable ends and tall chimneys with corbelled caps and/or strapping/banding. Roofs were either clad in terracotta tiles or slate with terracotta ridge cresting. Timber detailing to the verandahs (turned timber posts and friezes) was common, as were bay windows with casements and highlights, often featuring decorative glass.

A relatively large number of brick Federation period houses are included as individual heritage overlays or as contributory buildings within precincts under Glen Eira's Schedule to the Heritage Overlay. This number of listings reflects more intensive, generally affluent growth in particular areas (mostly railway/main road corridors) around the turn of the century. These places

For instance, the *Cupples House*, 608 Riversdale Road, Camberwell in 1900 and *Dalswraith*, 99 Studley Park Road, Kew was built in 1906. The practice was active from 1899 to 1908.

generally express the era's prevailing Queen Anne and Arts & Crafts influences to varying degrees and were constructed in the early 1900s and 1910s.

Among the other comparable individual heritage places, Rose Hill is distinguished by having a more restrained footprint and form, including a less picturesque, hip roof at a time when gable ends were commonplace. In this regard, it bears some comparison with Anselm but less with the others, particularly the more overtly Arts & Crafts style examples:

- Anselm, 4 Glenferrie Street, Caulfield North (HO27, VHR/H1795). A celebrated and outstanding red brick villa for and by the champion of the Arts & Craft movement in Victoria, Robert Joseph Haddon, built in 1906. Prominent pyramidal slate clad roof with wide central gable and octagonal corner 'tower' and richly detailed (externally and internally) with terracotta panels. etc.
- 359 Alma Road, Caulfield North (HO1). A large Queen Anne style red brick villa constructed in 1903. The roof has a main gambrel section, gable ends, and a strong corner/diagonal emphasis with its corner turret. It similarly is clad in slate with a terracotta ridge caping and a dormer with balcony. The corner verandah is also timber-framed though more transparent with niche cut-outs.
- 5 Bambra Road, Caulfield North (HO9). A Queen Anne style, red brick villa with render to the upper part of façade and a slate clad hipped roof with gable ends, built 1911-12. Considerably obscured, it features a diagonal emphasis with corner dormer/balcony and rising sun/sunray motif to the verandah below. The verandah is timber-framed with turned timber posts and narrower fretwork frieze for the main part.
- 88 Shoobra Road, Elsternwick (HO63). A large-scale Arts & Crafts style house constructed during 1910-11 and also located on a corner site. This house has roughcast finish to the attic level, above the red brick base. The more picturesque and steeply pitched gable roof is clad in terracotta tiles with decorative cresting. The smaller porch is supported by columns on pedestals, albeit with a bulging profile. A bay and arched window to the side displays stained glass to the highlights.
- 17 Wyuna Road, Caulfield North (HO83). A considerable Arts & Crafts style dwelling with an attic level beneath an encompassing, slate clad gable roof, built 1915. This house has a red brick base and timber to the gable end and a façade featuring three bay/oriel windows. Stained glass is evident to the entry ensemble.

Private stables were once common across the municipality, especially in the vicinity of the Caulfield Racecourse, attesting to a relatively large segment of the local population involved in the industry. From the early 1950s, stabling permits were phased out at residential properties and changes in the accommodation and transportation of racehorses to and from Caulfield Racecourse contributed to a sharp decline in functional stables across the district.³⁵ The stable building at Rose Hill, while more modest in scale than other known examples, appears to be one of the few examples of its typology built during the early 20th century in the district.

Other heritage-listed stables in Glen Eira are:

- There are stables at two adjacent places that back onto Caulfield Racecourse at Lord Lodge (HO94, VHR/H71)) and Tecooma (HO95), respectively, at 30 and 32 Booran Road, Caulfield East, which continue to be used for their original purpose. The stables at Lord Lodge are a substantial late 19th-century timber example with scalloped bargeboards to the hipped gable roof. In contrast, the example at *Tecooma* is a mid-20th century red brick type with a skillion roof.
- 1 Bond Street, Caulfield North (HO93). A locally rare 19th-century example of a large timber stable building with an associated pitched laneway. The form remains intact and demonstrates the link between the Victorian Amateur Turf Club and the surrounding area. 36 It has a jerkinhead roof broken by a central dormer providing access to the loft level. The gable ends feature decorative bargeboards.
- 25 Gladstone Parade, Elsternwick (part of HO22). A former stable building is evident along the Clarence Street frontage. Only the upper level of this smaller two-storey weatherboard structure is visible. It has a mainly hip roof but a front gable end with a loft door with beam above and flanking four-paned, square windows.

^{&#}x27;Caulfield Racecourse May Be Extended', Herald, 7 September 1954, p24

Statement of Significance, 1 Bond Street, Caulfield North, VHD

• Stables, 8 Park Crescent, Caulfield North (HO135). Alarge gable roofed, red brick former stables building with a loft and segmental openings to stalls, built 1915.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

E grade (of local interest)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls No
Internal Alteration Controls No
Tree Controls No
Solar energy systems controls Yes

Outbuildings and/or Fences Yes (Stables)

Prohibited Use No Aboriginal Place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 130 Booran Road, Glen Huntly, as defined by the title boundaries.



Recommended extent of the heritage overlay. (Source: Nearmap, December 2019)

POWER FLATS AND KINGSTON COURT

Address 1088 and 1098 Glenhuntly Road, Glen Huntly

Significance Local

Construction Dates 1936 and 1940
Period Interwar
Date Inspected Late 2019





Kingston Court, 1088 Glenhuntly Road.

Power Flats, 1098 Glenhuntly Road.

Statement of Significance

What is Significant?

Power Flats at 1098 and Kingston Court at 1088 Glenhuntly Road, Glen Huntly, are significant to the City of Glen Eira as a pair of late interwar period Moderne style flats. Kingston Court was constructed in late 1936 by the well-known builder/designer and municipal politician Thomas Wilson Morris. Power Flats followed in 1940 and was likely built by another professional contractor, Robert Joseph Powers.

The significant elements of the pair of flats are their original forms and built envelope, including hipped roofs, tile cladding (*Power Flats* only), chimneys, monochromatic clinker brick walls (*Kingston Court*), polychromatic brick walls (*Power Flats*), all decorative brickwork, rendered and curved elements, concrete decks, leadlighting (*Kingston Court* only), and timber-framed windows. The low masonry fences to street boundaries and the garage at *Kingston Court* (addressing Augusta Street) are also significant.

Non-original elements are not significant.

How is it Significant?

Power Flats and Kingston Court are of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Power Flats and Kingston Court are of historical significance as early examples of flat development in the Glen Huntly area. Both buildings were skilfully constructed in the late interwar period by local contract builders, one of whom, Thomas W. Morris, was a well-known figure in the district and later the Mayor of Caulfield. The employment of the Moderne style testifies to its close associations with a 'progressive' and modern image, qualities that were drawn on to bolster the status of flats in what was a predominantly suburban context. (Criterion A)

Power Flats and Kingston Court are of aesthetic significance as remarkably intact and excellent examples of late interwar period walk-up flats. Their different decorative approaches – monochromatic clinker brick at Kingston Court and polychromatic brickwork at Power Flats – are fine and demonstrative of different variations of the Moderne style. This expression is further accentuated at both flats by their principal compositional qualities, such as a horizontal emphasis, bold forms and curved elements, restrained detailing, and concentration on surface treatment (brickwork). Collectively, this pair of flats are distinctive

and evocative of mid-to-late 1930s flat architecture and are amongst the earliest and best examples of their type in the municipality. (Criterion E)

Description

Powers Flats (no. 1098) and *Kingston Court* (no. 1088) address the south side of Glenhuntly Road, although the corner building (no. 1088) also has a visible elevation to Augusta Street. A contemporary apartment (no. 1094) and a heavily modified late interwar walk-up flat block (no. 1092) separate *Power Flats* and *Kingston Court*.

The subject flats are both walk-ups and two storeys in height. Typical of interwar flats in Melbourne, these buildings are low-rise and sprawl across their generally flat allotments. The footprint of no. 1088 is L-shaped, and no. 1098 is rectangular. Contemporary observers commented upon this particular aspect of local flats:

it is also interesting to observe the different manner in which the flat problem is approached in Sydney and Melbourne. In Sydney, the tendency in the recognised flat areas is to erect multi-stored blocks, complete with elevators and all modern conveniences. Land values, difficult sites and a desire for the view of the harbour, are no doubt important influencing factors. In Melbourne, on the other hand, we find the question approached in a somewhat different fashion, the blocks seldom being more than two storeys in height, and stretched horizontally rather than vertically ... [and are] cast in a domestic mould and surrounded by spacious gardens, tend to combine the amenities of both flat and house. 1

Both buildings have hipped roofs, clad in either replacement corrugated metal sheeting (no. 1088) (originally tiled) or glazed terracotta tiles (no. 1098). Walls are also of clinker brick construction laid in a stretcher bond.

While built a few years apart in the late interwar period and individually designed, *Power Flats* and *Kingston Court* share a Moderne character. This idiom, popular in Australia over the 1930s, referenced the 'streamlined' aesthetic of modern industrial design (automobiles, ocean liners, high-speed trains, planes, radios), which stressed movement and sleekness. At *Power Flats* and *Kingston Court*, this expression is conveyed by their horizontal emphasises, bold forms, restrained/reductive detailing, a focus on surface treatment, and integration of curved features. In Melbourne, at the residential level, the Moderne often incorporated entrenched suburban elements, particularly by speculative builders seeking to engage with a fashionable/contemporary built image without sacrificing traditional components, such as a tiled hipped roof.

Kingston Court

This corner flat building has a hipped roof with three broad clinker brick chimneys with projecting coping. The façade (north elevation) brickwork is highly detailed with panels of herringbone brickwork (forming a monochromatic palette with the clinker brick), tapestry brick sills and a colourless/clear 'rising sun' (textured 'rays') leadlighting motif to the upper windowpane. There is also a distinctive mid-wall height dogtooth soldier course that appears to continue around the building.

The street-facing elevations have central recessed entrances that accommodate painted concrete decks, stairwells and private entries to the flats (original doors are timbered with narrow glazed slits). Balconies are rounded and rendered. Until recently, metal letters ('Kingston Court') were attached to the north balcony.² A curved dwarf wall with a pair of squat columns and rendered coping marks the Glenhuntly Road entrance, which is further differentiated from the side entry by its dimensions and the rendered panel (lightly corbelled) that surmounts the stairwell.

Fenestration to the façade of no. 1088 is timber-framed with an allusion to corner windows made by the provision of a sash to the side. Small cantilevered concrete hoods are also evident on the façade. Windows to the side elevations and, imaginably, the rear include double-hung sashes, fixed central panes and small rectangular windows (opaque glazing). These are varied in arrangement (paired and tripartite) and display rendered concrete lintels. All of the windows have Roman brick panels below the sill. The red colour scheme is relatively recent, although the cream to the wide soffit may be original or early.³

A low clinker brick fence with header course coping extends along both street frontages. It is punctured on Augusta Street by concrete stairs, which lead to the side entrance. There are four original garages in total at the property. One addresses Augusta Street and corresponds with the material palette of the flats and includes a continuation of the dogtooth soldier course and cement rendered lintel. From Glenhuntly Road, a pair of red brick garages are visible to the rear of the allotment, at the end of

¹ 'The Modern Flat', Building: the magazine for the architect, builder, property owner and merchant, 24 August 1938, p25

Google Street View, July 2017

Until recently, the balconies, all rendered elements and window frames were painted off-white, which may have been the original colour scheme. (Google Street View, July 2017)

the driveway (the rear portion of which retains its original dual-wheel strip character). The fourth garage addresses the rear internal courtyard and is not observable from the public domain. All of the garage doors are contemporary.



Kingston Court (no. 1088) from Glenhuntly Road.



Kingston Court (no. 1088), Augusta Street elevation.

Power Flats

This walk-up flat has a particularly elongated main street frontage, distinguished by a prominent band of cream bricks bordered and divided by courses of manganese bricks (polychromatic). A similar pattern is carried into the front two chimneys. The rear pair of chimneys are of clicker brick construction.

Mirrored entrances define either end of the façade. These have a compact L-shaped form due to the side protection of the rear wing. Each is composed of a curved and smooth rendered balcony, clinker brick narrow stairs (metal gate with diamond motif) and concrete deck (the eastern deck has been tiled). Doors are not visible from the public domain but may be original. Fenestration consists of two bands of square timber-framed and double-hung sashes, with some single and others in a tripartite arrangement (fixed central window). The attached metal numbering (address and individual flats) is likely original.

There is a low clicker brick front fence with Roman brick coping. Flanking *Power Flats* are two metal vehicular gates with a rising sun motif and concrete driveways. There are garages to the rear of the property, which may be original but obscured from Glenhuntly Road.



Power Flats (no. 1098), northeast corner.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.⁴ The majority of the southern half was made available as large block holdings from May 1853.⁵ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁶ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁷

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,8 it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.9 The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.10

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000).¹¹ Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

⁵ 'Advertising', Argus, 27 May 1853, p9

⁶ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁸ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁹ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

¹⁰ 'Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.¹² This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹³ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹⁴

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies.¹⁵ The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).¹⁶ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services.¹⁷ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand.¹⁸

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

¹² 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹⁴ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

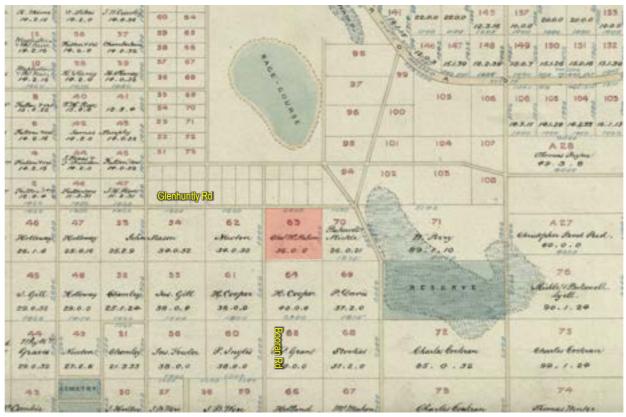
This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', *Caulfield Historical Newsletter*, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', *Herald*, 2 October 1913, p4; 'Growth of Glen Huntly', *Herald*, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', *Argus*, 4 September 1939, p6

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land derives from Crown Portion 63 of the Parish of Prahran, East of Elsternwick, acquired by Sir Charles M. Mahon (later Victoria's chief police commissioner and a politician) in May 1853. This area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' with 'bracken' into the early 1900s.²¹ Its principal thoroughfare was and remained Glenhuntly Road, which initially terminated at Grange Road, before being extended east during the 1890s. The compact locality that arose here in the first few decades of the 20th century had become generally known as 'Glenhuntly' (now Glen Huntly) by the 1910s.²²



Early parish map of the Caulfield district, with Crown Allotment 63 shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

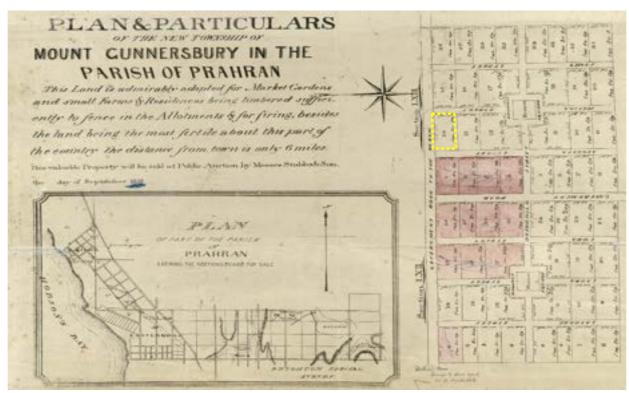
By September 1853, the English branch of the Rothschilds, the internationally prominent Jewish banking family, purchased Crown Allotments 62 and 63 through a relative who travelled to Melbourne, seemingly for speculative reasons.²³ Soon after, this acquisition was advertised as the private 'township' development of 'Mount Gunnersbury' (a combination of the area's slightly elevated topography and the namesake of the Rothschild family's personal London estate: Gunnersbury Park).²⁴ The 56 allotment subdivision, now seldom remembered, appears the earliest attempt at town planning in the Parish of Prahran, East of Elsternwick, and was laid out in a gridiron pattern. Several of the proposed street names appear to reference members of the Rothschild family (Rothschild, Laura, Emma, Augusta, Justina [not in use], James, and Latrobe).

Special Allotments Clerks' Homes Glen Huntly Estate, Landata, Central Plan Office, Put-away plan, P79M

Glen Huntly was the name of a ship that arrived in Port Phillip in 1840 while suffering from a suspected typhoid outbreak. Crew and passengers were quarantined at Point Ormond ('Red Bluff') and the inland track to this camp became well-known as 'Glenhuntly Road' –Barnard, 'Glen Huntly'

September 1853 date on the Plan & Particulars of the New Township of Mount Gunnersbury in the Parish of Prahran (SLV, Bib ID 1603208); and application file for transfer of land to Torrens title no. 6874

Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, 1853, SLV



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. Lot 14, which included the subject land, is outlined in dashed yellow. Red shaded lots are those that sold in the 1857 sale. (Source: SLV, available online)

Initial sales were sluggish, and the Mount Gunnersbury name failed to gain any traction. Unsold land was transferred to two scions of the family, Lionel Nathan de Rothschild (baron) and Anthony Nathan de Rothschild (baronet) in 1874. Under their watch, the remaining property was re-subdivided and again offered for auction.²⁵

The block, including the subject land (lot 14), defined by Glenhuntly Road, Rothschild, Augusta, and James streets, was sold in portions from 1874. In 1885, most of it had been acquired by a West Melbourne auctioneer, George W. Taylor, who promptly organised for Etna Street to be laid and divided the block into smaller lots.

The subject land passed through several hands, many of whom belonged to Malvern or Prahran-based real east agents, while remaining undeveloped, as depicted by the circa 1931 aerial photograph reproduced below.²⁶

Kingston Court, 1088 Glenhuntly Road

The corner property, now 1088 Glenhuntly Road, was purchased by John McKinnon, a retired farmer from Brighton, in October 1936.²⁷ By November that year, as detailed by the *Plain of Drainage*, reproduced below, a block of six walk-up flats (four rooms each) had been constructed.

Thomas Wilson Morris (1889-1980), whose name was recorded on the *Plain of Drainage* as the agent, was the likely builder and probable designer. Born in Sydney, Morris was a well-known contractor in the district, who also gained a reputation as a 'tireless worker' when he shouldered the role as the wartime Mayor of Caulfield (1940, 1941) and Air Raid Precautions Warden.²⁸ Considered a skilled builder, he was later president of the Master Builders' Association of Victoria.²⁹ Thomas is known to be responsible for at least one other substantial Moderne style block of flats in the area, including *Linden Flats* at 575 Inkerman Road, Caulfield (1937).

29

²⁵ Argus, 18 August 1874, p8; and Certificate of Title, vol. 695, folio 944

For instance, Certificate of Title, vol. 2150, folio 995

²⁷ Certificate of Title, vol. 6076, folio 104

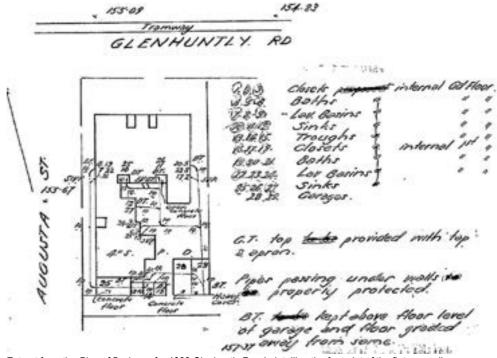
Murray and Wells, From sand, swamp and heath, p68; and 'Large Majority in Caulfield', Argus, 31 March 1938, p3

^{&#}x27;Mr Morris Again President', Herald, 14 August 1953, p9

Early tenants of the flats, named as *Kingston Court* in the *Sands & McDougall's Directory*, included a commercial traveller, salesman, school teacher, housewife, and a stenographer.³⁰



Extract from a circa 1931 oblique aerial photograph of Glen Huntly, facing south-east. The vacant subject land is roughly centre image. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV)



Extract from the *Plan of Drainage* for 1088 Glenhuntly Road, detailing the footprint of the flats as well as garages. McKinnon is recorded as the owner and Morris the 'Agent'. (Source: South East Water, *Plan of Drainage*, plan no. 200493, dated 18 November 1936)

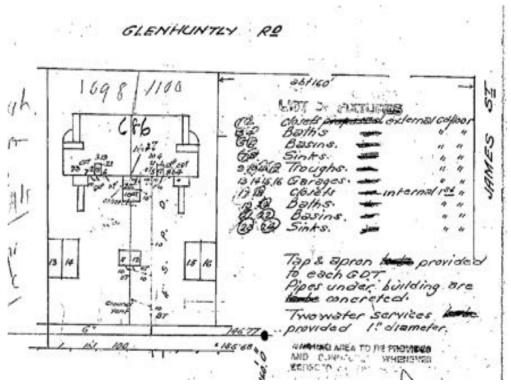
Caulfield rate book, 1938-1939, entry nos 723-728

Power Flats

In late 1939, a builder, Robert Joseph Power, acquired several lots along Glenhuntly Road towards James Street at the cost of £2,900.31

Within a few months of purchase in 1940, a block of four walk-up flats (five rooms) had been erected, likely by Power, whose details are recorded on the Plain of Drainage for the new building (reproduced below). He retained ownership of the flats – identified as no. 686 by the *Sands & McDougall's Directory* – into the 1960s.³² Little is known of Power's building activities elsewhere.

Early tenants included a bank manager, commercial traveller, a 'gent' and mariner.³³



Extract from the *Plan of Drainage* for 1098 Glenhuntly Road, detailing the footprint of the flats as well as garages. Power's details are also recorded. (Source: South East Water, *Plan of Drainage*, plan no. 200493, dated 19 July 1939)

Based on a review of a 1945 aerial photographs and pertinent editions of the *Sand & McDougall's Directory*, the subject flats appear to be amongst the first phase of flat development in the area.³⁴ Initially, flats and some of the Caulfield civic representatives and the populace had an ambivalent relationship. Comments like the following in a 1921 *Age* article were common:

A suburb built of neat cottages is infinitely more attractive than a flat centre \dots the majority of the members of Caulfield council do not approve of the erection of flats \dots and some time ago it was proposed to prohibit them altogether. ³⁵

Low-rise flats had appeared sporadically in the district since the early 1920s. Yet, proposals were often refused by the council based on their 'unwritten policy of encouraging home life' (to which flats were deemed unconducive).³⁶ This attitude started to slowly shift in Caulfield during the 1930s as flats became recognised as a means of catering for growing accommodation demands and offering a different housing experience, especially in the suburbs. Flats could also prove to be lucrative

Caulfield rate book, December 1938-September 1939, entry nos 711-715

South-East Water, Plan of Drainage, dated 29 May 1962

Caulfield rate book, December 1939-September 1940, entry nos 713-716

There were earlier instances of flats being built in the late 1920s, such as *Rothesay Court Flats* (6 Sidwell Avenue); however, these appear to have clustered in East St Kilda, the development patterns of which share a closer affinity with St Kilda proper.

³⁵ 'Flats at Caulfield', *Age*, 30 May 1923, p11

³⁶ 'Home Life First: Caulfield Council's Policy', Age, 10 August 1939, p16

developments. Prior to the introduction of strata title from 1960, independent flats were nearly always rented, a boon for the building's owner.

By the late interwar years, the Caulfield district was beginning to emerge as a major centre for generally low-scale flat development in Melbourne, a trend that intensified into the postwar years.³⁷



1945 aerial photograph of Kingston Court at 1088 (yellow arrow) and Power Flats at 1098 (red arrow). North is top of frame. (Source: Melb. and Metropolitan Project, No.5, Run 14, Frame 57714, Landata)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

Two-storey, walk-up flats developed to form a distinct layer within the municipality's built landscape between the late interwar years and the 1950s - reflecting a gradual shift in general attitude from a near-exclusive attachment to detached housing to modes of higher-density living. Numerous flats from these decades remain in Glen Eira; however, to date, only a few have been included in the Schedule to the Heritage Overlay.

Regionally speaking, the Moderne style was not an uncommon form of expression for walk-up flats, although most late interwar period examples were rendered white. Clinker and/or cream brick Moderne examples were a minority, possibly because of their relatively higher construction cost (quality material and bricklaying). The majority of heritage-listed interwar flats in the municipality are of the rendered type, with their Moderne character expressed through curved corners, stepped entrance bays, and parapets, and steel-framed windows, whereas the subject places externally have more decorative face brickwork with timber-framed windows and a fully expressed roof. The other comparable late interwar Moderne/Functionalist flats affected by a heritage overlay (HO) are as follows:

1 Lockerbie Court, St Kilda East (HO210). A two-storey rendered block of flats with a parapet in the Functionalist style with some contrasting face brickwork (clinker to the plinth, Roman/tapestry to the taller entry bays) with curved/Moderne

Built Heritage, City of Glen Eira Thematic History [Refresh] 2020, p87

elements, constructed in 1936-37 to the design of the architect William Henry Merritt. It occupies a corner site and has steel-framed windows.

- Linden Flats, 575 Inkerman Road, Caulfield (HO208). A fully rendered two-storey block of flats with a clinker brick base and marked streamlined Moderne character, built in 1937 by notable local builder Thomas Wilson Morris. The building has a parapet, steel-framed windows and is distinguished by decorative metal balustrading.
- 325/325A Bambra Road, Caulfield South (HO204). A cuboid duplex with a stepped façade and a tall parapet of mainly
 cream brick on a brown brick plinth and contrasting rendered sections with banding, built by a local builder Charles Ring in
 1939. It has porthole and steel-framed windows.
- Olgita, 440 Dandenong Road, Caulfield North (HO205). A streamlined Moderne flats of contrasting brick (overpainted) and
 render with steel-framed windows. It has a part parapet and part expressed hipped roof with a wide soffit, separated by a
 taller central bay with fin-like detailing. Constructed in 1940, likely to the design of architect Leslie J. W. Reed.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls No
Internal Alteration Controls No
Tree Controls No
Solar energy systems controls Yes

Outbuildings and/or Fences Yes (masonry fence and garage to Augusta Street at 1088 Glenhuntly Road)

Prohibited Use No Aboriginal Place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of Glen Eira Planning Scheme to the extent of the whole properties of 1088 and 1098 Glenhuntly Road, Glen Huntly, as defined by their title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

ROBINS COURT & BEGLEY HOUSE

Address 1091-1091A Glenhuntly Road and 2 Roseberry Grove, Glen Huntly

SignificanceLocalConstruction Dates1933-1934PeriodInterwarDate InspectedLate 2019





Robins Court, 1091-1091A Glenhuntly Road

Begley House, 2 Roseberry Grove

Statement of Significance

What is Significant?

Robins Court at 1091 Glenhuntly Road and the Begley House at 2 Roseberry Grove, Glen Huntly, are significant to the City of Glen Eira. Both were constructed by the recently formed A.V. Jennings Construction Company in 1933 and 1934, respectively, as commissioned developments.

The significant elements of *Robins Court* and *Begley House* are their intact building envelopes, roof forms, terracotta tiles, terracotta shingles, chimneys, rendered walls, decorative brickwork, original windows and doors, brick garages, and boundary fences. The conical roofed turret and oriel bay at *Robins Court* and the arcaded loggia of *Begley House* is also significant. The front fences and garages at both places are also significant.

Later additions elements are not significant.

How is it Significant?

Robins Court and Begley House are of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Robins Court and Begley House are of historical significance as early projects of the later nationally important building practice of A. V. Jennings Construction Co. All of the firm's key early contributors – developer/promoter Albert V. Jennings, designer 'Ed' Gurney, and building foreman William Vines – are believed to have been involved in the construction of these buildings. Robins Court proved one of the largest individual building projects undertaken by the company during the interwar years. (Criterion A)

Robins Court and Begley House are of aesthetic significance as the pinnacle of late interwar architecture in Glen Eira. These buildings' eclectic, well-resolved, and highly detailed designs result in a striking public realm presence, emphasised by their remarkable intactness. Although their design is relatable to other known A. V. Jennings Construction Co. projects from their formative phase, this pair of complementary buildings stand out for their size, bold detailing, and Northern European character.

Such an effect, in particular, is conveyed at *Robins Court* by the impressive conical tower and at *Begley House* by the arcaded loggia with archivolts – a highly unusual treatment for a residence in Melbourne. (Criterion E)

Description

Robins Court (1091-1091A Glenhuntly Road) and Begley House at 2 Roseberry Avenue are situated on level ground on the east side of the intersection of Glenhuntly Road and Roseberry Grove.

The two buildings are highly evocative of the late interwar design culture and visually complement each other, sharing a noted eclecticism and Northern European-infused character, corresponding material palette of render and brick, and gabled roof forms. Heightening their reciprocal relationship is the presence of a low and stepped clinker brick fence with projecting base courses and copping in burnt manganese that extends the street boundary of both sites (nearly seamlessly) as well as small, gabled motifs repeated in the chimneys of 2 Roseberry Grove and the Glenhuntly Road gates of *Robins Court*. The nearly abutting garages also support a ready interpretation of the buildings originating from the same creator – in this case, the A. V. Jennings Construction Co.

Robins Court

The substantial combined residence/chambers are asymmetrically massed and sprawls across its corner allotment. The living quarters include a two-storey section and one-storey rear wing, while the attached dentistry is single storey. Both sections address Glenhuntly Road.

Various interlinking forms comprise the roofscape, namely a transverse and corbelled gable to the two-storey section, which also includes a conical (candle-snuffer) roofed turret and hipped porch (south elevation), and the hipped rear wing. A hipped roof, which incorporates a recessed porch and street-facing gable characterises the surgery. These roofs are all clad in terracotta tiles, except for the turret, which has terracotta shingles and a metal weathervane. Situated to the western elevation, above the faceted bay, is a corbelled clinker-brick chimney. There is also a tall chimney to the northern elevation of the rear wing.

Robins Court is of masonry construction with smooth rendered walls (cream colouring may be original) and a clinker-brick plinth. The base of the turret is set in a curved header course. Clinker brick also extends from the base of the chambers projecting elevation as well as to porch columns and some sills across the building, while dark brown (variegated) tapestry bricks are employed for corbelling as well as voussoirs for the rounded arches of the porch.

Coverage of *Robins Court* around its construction described it as 'Flemish' in design, an indication of a contemporary recognition of its Northern European antecedents. The presence of the tower, overall vertical emphasis, multifaceted roofscape, picturesque composition, and elaborate detailing are defining elements reflective of the architecture of France and Belgium. Such an influence is distinguishing, particularly in the context of the municipality. They likely result from the personal interest and skill of its designer, 'Ed' Gurney, and the ambition of their developer, A. V. Jennings, in burnishing the image of his embryonic construction company. Other elements, more commonplace, draw on the Old English style, such as the extensive use of clinker brick, corbelling, faceted main chimney stack, and other medieval motifs (quarrel leadlighting, oriel window, stained glass).

Beyond the rounded turret, the façade is further enlivened by a faceted oriel window (terracotta shingled roof) and two recessed slit windows, the longer example to the tower wall, with stained glass. Numerous other individual, paired, and tripartite window arrangements are evident. All contain timber-framed double-hung sashes and most have quarrel leadlighting to both panes, with the windows to the gabled projection of the chambers displaying frosted and ribbed glass. The double door to the dentistry is timber-framed and glazed with an etched Art Deco pattern, while the door to the residence is timber and high-waisted.

The affixed metal numbers '1091A' (chambers façade) and raised Gothic typeface ('Robins Court'), the latter adjacent to the projecting porch, and square metal (possibly copper) downpipes, curved concrete garden path (some of the slabs have been replaced), and the rendered and gabled columns to the gate leading to surgery entrance, are all original elements. There is also a small detached garage with a hipped roof at the rear of the property, which has retained its original metal tilt door.

This element was not drawn in a published perspective of the design (see below); however, it is apparent in early aerial photographs and is likely original.





Robins Court from Roseberry Grove with original garage left of frame.

Begley House

The single-storey, largely symmetrical house at 2 Roseberry Grove has a sizable footprint and broad frontage due to its lengthwise placement across its block. The residence has a steeply-pitched cross-gabled roof with a dominant, street-facing gable, all clad in terracotta tiles. Gable ends are corbelled with variegated ochre tapestry bricks that continue along the gable edge. The upper half of the front gable is clad in painted weatherboard. Two short clinker-brick chimneys with integrated gable motifs and tall terracotta pots are evident. The house has rendered walls (lightly textured) with a clinker brick plinth.

The focal point of the design is the projecting arcaded loggia comprised of three rounded arches with ornamental mouldings (archivolts). A similarly coloured brick to that used for the corbelling is employed to the columns as well as for the voussoirs (tapestry). Other brick sections of the loggia are clinker brick. Set in columns on either side of the central arch is a pair of elongated blind niches. Low metal balustrades with a geometric motif are also present at the front. The hierarchical arrangement of the arcaded loggia, with the span of the central arch wider than those flanking as well as being situated higher, together with unusual employment of archivolts for an interwar domestic design, references the Romanesque style and ultimately derives from medieval cathedral architecture. The arcaded loggia distinguishes and underpins its unusual European character and visual relationship with *Robins Court*.

The arcaded loggia was also often interpreted in the interwar to communicate a Mediterranean influence, which drew upon a longstanding interest on the east coast of Australia with the architecture of this climatically similar region. A situation strengthened by the service of designers throughout the Mediterranean during WWI and popular perception of its romantic character. A proto-modern interest in stripping back decoration and, instead, concentrating ornamentation to openings and wall/gable edges also shaped this style and domestic design more generally over the 1930s.² Such qualities, together with a general balance and light colour scheme (which may be original), are conveyed by this design. There are also allusions to the Old English style through the employment of corbelling and steeper roof pitch. While such a fusion of strains was not unusual in the late interwar period, the accomplished and confident manner of its execution in this wide-ranging design is notable.

Fenestration to the façade appears largely original, consisting of timber-framed double-hung sashes arranged as singles or in tripartite groups. All appear to have geometric/colourless leadlighting to the upper pane, brick sills, concrete lintels, and small hoods. The door is off-centre and not visible from the street.

The small garage is attached to the southern elevation of the house. It has a vent to the side gable end with a face brick surround. The metal tilt door is original, as is the curving concrete garden path and dual-wheel strip driveway.



Begley House, 2 Roseberry Grove.

Bruce Raworth, 'Mediterranean Influences' in Philip Goad and Julie Willis, The Encyclopedia of Australian Architecture, Cambridge University Press, 2012, pp449-50

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.³ The majority of the southern half was made available as large block holdings from May 1853.⁴ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁵ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁶

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁷ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁸ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). 10 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

⁴ 'Advertising', Argus, 27 May 1853, p9

⁵ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁸ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

⁹ 'Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

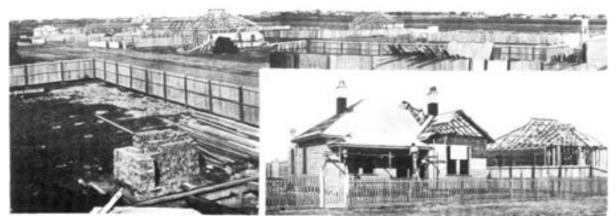
Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.¹¹ This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road, 12 the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood. 13

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies. ¹⁴ The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families). ¹⁵ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services. ¹⁶ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand. ¹⁷

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

¹¹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹³ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The Prahran & Malvern Tramway Trust Act (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

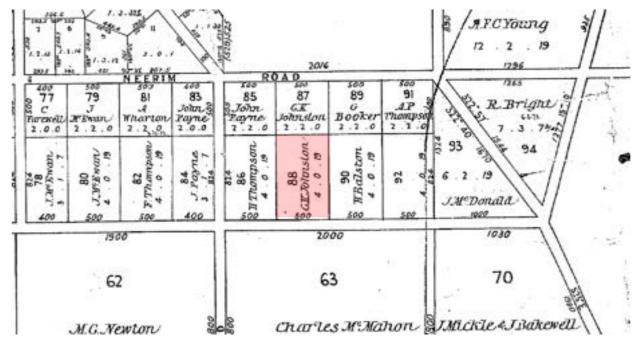
This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', *Caulfield Historical Newsletter*, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', *Herald*, 2 October 1913, p4; 'Growth of Glen Huntly', *Herald*, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', *Argus*, 4 September 1939, p6

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

At its survey in the mid-1850s, the subject land formed a part of Crown Portion 88 in the Parish of Prahran, which was granted to C. K. Johnson. This area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' with 'bracken' into the early 1900s. Its key thoroughfare was and remains Glenhuntly Road, which initially terminated at Grange Road before being extended east during the 1890s.



Prahran Parish Plan with Crown Portion 88 (approximately 4 acres/1.6 ha) shaded red. (Source: *City of Caulfield, Parish of Prahran, Country of Bourke*, Central Plan Office, Put-away plan, P79T_1, Landata)

In 1888, Crown Portion 88 (along with 87, 89 and 90) was procured by The Victorian Land Company, who subdivided the land into a range of differently sized parcels.²⁰ The subject land was transferred later that year as a single corner block to John Charles Holland, an affluent land speculator, councillor for the Shire of Caulfield, and resident of the nearby mansion *Heatherbrae* (HO46).²¹ It remained in his family's ownership as vacant/main road land until its purchase in December 1933 by Albert V. Jennings (see below). At this time, Jennings was devising an approach to commercial house building that would see him achieve later acclaim as a 'building industries entrepreneur'.²²

At this point, Jennings – then trading as A.V. Jennings Construction Co. – had already constructed and sold around five houses in the area and was completing an estate development, the Hillcrest Estate (1933-34) in Caulfield South.²³

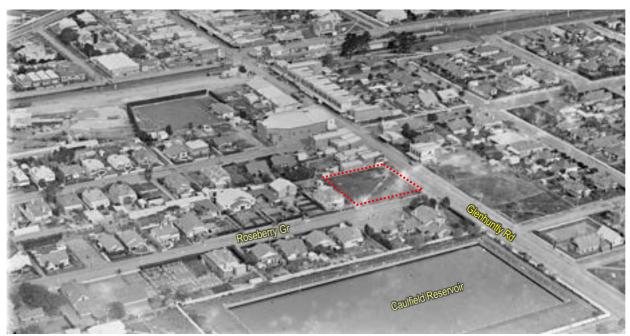
Jennings promptly re-subdivided the corner block evenly. Apparently, with two commissioned developments in mind. The sight and sound of the labourers, hammers, trowels, and saws at the corner, together with the distinctive built forms taking shape, must have been an uplifting scene for the district, which was still emerging from the economic stupor of the Great Depression and the near cessation of the building trades during the early 1930s.

²⁰ Certificate of Title, vol. 2003, folio 499

²¹ 'Shire of Caulfield', *Argus*, 31 July 1878, p8; and Certificate of Title, vol. 2054, folio 899

Certificate of Title, vol. 5904, folio 626; and Donald S Garden, 'Jennings, Sir Albert Victor (Bert) (1896-1993)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, 2017, available online

Donald S. Garden, Builders to the Nation: the A.V. Jennings story, Melbourne University Press, 1992, pp.22-4



Extract from a circa 1931 oblique aerial photograph of Glen Huntly, facing south-east; the vacant subject land is outlined in red. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV, available online)

Robins Court

At the corner lot, the company's construction crew, overseen by foreman William Vines (see below), set about building a two-storey 'professional chamber and dwelling' (six rooms), to design almost certainly prepared by Edgar ('Ed') Gurney (below).²⁴ This project, completed by late 1933, was on commission for the local dentist, Robin J. Holyman (the namesake of the building). The title of the property was transferred to Robin in July 1934. The sale price was recorded in pencil in the rate book entry as £3,000, a considerable sum at the time.²⁵ Robin remained in residence, operating the dental surgery until the mid-1960s.²⁶ The building continues to host a dental surgery.

The construction of *Robin Court* drew press attention. Under the heading, 'Flemish Design for Dentist's Home', and accompanied by perspective (below), the *Herald* provided in-depth coverage of its design:

The heavy leaded windows, steep pitched color blend roof, turret and long colored lead light windows combine to give an atmosphere of Flemish architecture to this home and professional rooms which have been erected at the corner of Glenhuntly Road and Roseberry Grove, Glenhuntly, for Mr Robin J. Holyman, dentist. [sic]

Harmonising blends of textured bricks, clinker brick and tiles make a striking contrast to the cream textured cement rendering of the outside walls. Double glass doors lead from the entrance hall to the lounge, at the opposite end of which there is a texture brick Tudor fireplace set in an arched alcove and flanked on either side by small leadlight windows.

The lounge and dining rooms are connected by double glass doors to enable both rooms to be converted into one. A servery and built-in sideboard link the kitchen with the dining room.

A stainless steel sink, plate rack, utility cabinets, service hatch and breakfast nook add to the efficiency of the kitchen. The stair hall contained in the turret is unique in that it continues through the two stories of the building giving an impression of height and grandeur.

On two sides the stair hall is bounded by a balcony which is reached by a circular stair of yellow marble terrazzo. The balustrade edging the stairs and balcony is executed in delicately designed wrought iron. The bedrooms are approached from the balcony. The textured walls are tinted in pastel shades with modelled ceilings colored to match. The bathroom is situated between the two main bedrooms and has a shower recess, chromium-plated metal fittings and a wall radiator beneath the towel rail for warming towels.

The lounge, stairs and entrance hall are illuminated by wall bracket lighting. A decorative crystal chandelier is suspended from the dome ceiling of the dining room. The woodwork throughout is of mountain ash, stained and French polished to match the tones of the textured walls.

The professional rooms form a unit with a separate approach and entrance porch.²⁷

Caulfield rate book, December 1933-September 1934, p504

²⁵ Caulfield rate book, December 1933-September 1934, p504

²⁶ Certificate of Title, vol. 5904, folio 626; and Sands & McDougall's Directory, review of editions between 1935-70

²⁷ 'Flemish Design for Dentist's House', *Herald*, 28 February 1934, p16



The published perspective of *Robins Court*. Note that this drawing may have been preliminary as it does not detail the faceted bay room to the western elevation, which appears an original element (perhaps added during construction). (Source: *Herald*, 28 February 1934, p16)

Begley House

In 1934, the A. V. Jennings Construction Company oversaw the construction of a large five-roomed house on the northern half of the corner block.²⁸ Similar to *Robins Court*, this project was likely undertaken on commission, with the title transferred to Annie S. Begley in July 1934, following completion.²⁹ Annie's Husband, William M. J. Begley, was identified as a clerk, and the family remained in residence until 1938.³⁰ Again, Gurney is the presumed designer and Vines the builder.



1945 aerial photograph of *Robins Court* (red arrow) and 2 Roseberry Grove (yellow arrow). (Source: *Melb and Metropolitan Area Project*, no. 5, Run 15, Frame 5778, Landata)

²⁸ Caulfield rate book, December 1934-September 1935, entry no. 483; and Garden, *Builders to the Nation*, p25

²⁹ Certificate of Title, vol. 5910, folio 970

³⁰ Caulfield rate book, December 1934-September 1935, entry no. 483; and Certificate of Title, vol. 5910, folio 970

Albert Victor Jennings (1896-1993)

Affectionately known as 'A.V' from the early 1930s, Jennings was born in Brunswick, the youngest of nine. He grew up in South Melbourne, immersed in sports, the activities of local Anglican churches, and the milieu of middle-class 'respectability'. At age 14, Jennings commenced an apprenticeship in mechanical dentistry, investing his earnings – on the advice of his brother-in-law, the Glenhuntly-based real estate agent, Horrie Amos – in property. He enlisted in the AIF (1916) during WWI, serving first in Melbourne with the Australian Army Medical Corps, and later in England and France, where he was detailed with the Graves Registration Detachment. Returning to Melbourne in 1920, Jennings abandoned dentistry to pursue a career in real estate with Horrie in Glenhuntly (E. H. & H. Amos).³¹

In the lean years of the early 1930s, Jenning's survival strategy for tackling the depressed property market broke new ground in the field of residential development in Melbourne/Australia. On the theory that there remained a 'fortunate minority' who were still interested in and able to purchase a newly constructed house, made affordable in the context of the ftime by the general devaluing of building costs, he set about sourcing finance – then no easy task. Jennings achieved this in January 1932 by selling his only asset of real value – *Trouville*, his family house at 4 Emma Street, Caulfield South. The sale price funded Jenning's first home-building project, 78 Booran Road, Glenhuntly, constructed in 1932.³² Further individual projects in the municipality followed soon after.

Assisting Jennings in these endeavours were the experienced builder William Vine and the talented designer 'Ed' Gurney (all previously familiar with each other via their involvement in St Agnes Church of England, Booran Road). Their operations quickly branched out into estate development, initially the *Hillcrest Estate* in Caulfield (1933) and *Beauville* (a 'community development') in Murrumbeena (1934). Jennings approached development in a then-novel manner. Instead of completing a project and then seeking a buyer, which was typical, he generally tried to sell house/land 'packages' on commission (that is, prior to construction).³³ The preliminary projects were completed on an ad hoc basis, with Jennings operating out of E. H. & H. Amos. By early 1934, he felt secure enough to formalise his efforts and registered the enterprise as A.V. Jennings Construction Co.³⁴

Over the late 1930s, the company focused on major estate developments in the Ivanhoe area – Beaumont (1936-9) and Beauview (1939) – where they displayed various innovative, increasingly signature approaches, such as the use of display homes (also deployed at Hillcrest), tailored designs, savvy advertising, community buildings, and the employment of cul-de-sacs and curvilinear roads (a consistent emphasis on streetscape qualities).³⁵ At the same time, they continued to undertake some individual projects in the Caulfield district, mostly in consolidating eastern and southern sections (Glen Huntly, Caulfield South, Ormond, etc.).

The success of the company in a still stagnant economic climate is notable. Seemingly alone in the field, Jennings took advantage of the conditions to supply high-quality (modern appliances and then unusual features, like built-in wardrobes and French polish) but affordable brick houses for the average home-buyer.³⁶ In a later interview, he recounted how in the 1930s all the 'spec' houses on offer were weatherboard:

We decided ours had to be brick, 12 squares, hot water service and stainless steel sink. We gave them roads made [referring to his estates], sewered, block 60 by 150, for £895.37

Behind such thinking, historian Don Garden suggests that a genuine belief in the importance of making quality houses available for ordinary families partly drove Jennings. An underlying motivation that Garden posits did more to shape Jennings' approach to commercial home building than the maximisation of profit.³⁸

Garden, 'Jennings, Sir Albert Victor (Bert) (1896-1993)'

Garden, Builder to the Nation, p17; and Certificate of Title, vol. 4600, folio 950

This hallmark of Albert's approach to the sale of houses – pre-selling instead of 'spec' building – apparently began life as a condition of the E. S. & A. Bank for his first overdraft. (Garden, *Builder to the Nation*, p23)

In the 1930s, this name included a possessive apostrophe (Jennings'), reflecting that it was Jennings' company. (Garden, *Builders to the Nation: the A.V. Jennings story*, Chapter 1)

³⁵ 'Jennings increased the quantity of houses constructed by applying the assembly-line method pioneered by Henry Ford to mass-produce cars. Teams of mobile subcontractors moved from one stationary house to the next, undertaking dedicated tasks that often involved the installation of prefabricated parts.' (Mary Sheehan, 'Display Homes', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online)

Garden, Builders to the Nation, see Chapter 1

John Stevens, 'Building up from nothing', Age, 29 July 1992, p11

³⁸ Garden, Builders to the Nation, p5

During WWII, the company's attention was taken up by voluminous defence work and, in the postwar years, the fulfilment of large contracts for the Victorian Housing Commission. The company went public in 1950 as A. V. Jennings Industries (Aust) Ltd. with Jennings as chairman and managing director. Alongside diversifying interests in building industries, the company refocused on mass private housing development, and became, within a decade, a national household name:

Jennings employed more building labour than any other contractor in the Commonwealth. He had many millions of pounds of housing contracts behind a business which included timber mills, joinery shops, kiln-drying plants, road-making teams, various minor factories, and an architectural office.39

'A.V' was knighted in 1969 and retired in 1972. His company continues to build houses.

Edgar ('Ed') Merton Gurney (1911-88)

Gurney was A.V. Jennings Construction Co.'s chief designer for over two decades. He attended Glen Huntly State School and then Brighton Technical School; however, his architectural education was cut short by the onset of the Depression. Introduced to Jennings by Vines in the early days of the venture, Gurney – then in his early twenties – started preparing drawings and designed the majority of the company's output over the 1930s and subsequently. He moved seamlessly between the various revival styles favoured by the middle market in the interwar years but also demonstrated an awareness of progressive trends in residential architecture, including international Modernism. Gurney did not register as an architect until 1941.

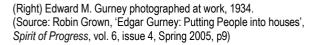
After investigating prefabricated housing technology for the A.V. Jennings Construction Co. in the postwar period, Gurney set up his own design/construction practice in the mid-1950s.⁴⁰ Integral to the success of the A.V. Jennings Construction Co., Gurney's public profile appears muted, although the Australian Women's Weekly described him as a 'leading Australian architect' in 1946.41 Jennings later said of Gurney:

I feel that for domestic architecture, for the lower medium cost architecture, I would say that there wouldn't be many people as good, certainly nobody better than him that I've struck round Australia.42



(Above) Albert photographed later in life outside an unidentified home built by A. V. Jennings Construction Co. (Source: AVJennings,

www.avjennings.com.au/news/2018/05/30/05/21/news-article)





Robin Boyd, Australia's Home (Kingsgrove, NSW, Melbourne University Press, 1961), p145

⁴0 Robin Grown, 'Edgar Gurney: Putting People into houses', Spirit of Progress, vol. 6, issue 4, Spring 2005, p9; and Don Garden and Philip Goad, 'Gurney, Edgar', in Goad and Julie Willis, eds., The Encyclopedia of Australian Architecture, Cambridge University Press, 2012, pp304-5

⁴¹ 'Houses from our Home Plans Book', Australian Women's Weekly, 8 June 1946, p33

⁴² NLA interview, pp36-7 in Garden, Builders to the Nation, p20

William V. T. Vine (1891-1967)

Vine entered the building industry at age 13. By the 1920s, he was a well-known contract builder in the Caulfield area and sold many of his 'spec' homes through E. J. & H. Amos. One of Vine's known subdivisions was Alamar Avenue, Glen Huntly (the houses at nos. 3 and 4 survive). The unused land of this subdivision was later employed for the first collaborative development between himself and Jennings (78 Booran Road). Vine ultimately became the Works Supervisor for the company, remaining in that position until 1941.⁴³

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

A. V. Jennings Construction Co. is known to have been responsible for at least ten other individual house projects in Glen Eira prior to the outbreak of WWII.⁴⁴ This figure should not be considered final (the company's early record-keeping was limited) and does not include the scores of houses they erected as part of their Hillcrest or Beauville estates.

Jennings' organisational and promotional ability was a constant for all these projects and Vine and Gurney were involved with the majority, respectively, as builder and designer/client liaison. Most, if not all, of their 1930s individual projects appear to have been land/house deals completed on commission.

Glen Eira has the greatest concentration of individual interwar Jennings' homes in Melbourne. All display the qualities that defined the company's approach in this period and the deftness/flexibility of Gurney as a designer. These include a variety of rooflines and forms, rendered walls relieved by contrasting decorative brickwork, porches, and quality brick garages and fences. However, after the late 1930s, the company did not return to individual residential projects as its focus shifted to the mass supply of housing.

Robins Court and the Begley House are distinguished by their unusual employment of medieval and/or Northern European detailing. They also incorporate some elements of the then-popular Tudor Revival/Old English, which is more pronounced at several individual places and some precincts included on Glen Eira's Schedule to the Heritage Overlay. As such, it is most appropriate to consider these houses within the Jennings oeuvre – of which only two are affected by a heritage overlay:

- 451 Glen Eira Road, Caulfield North (part of HO73, Glen Eira Road and environs). An attic-storey design with a conical
 turreted porch and hip/faceted dormer window, finished in 1934. Similar aesthetic to that of Robins Court, albeit on a smaller
 scale.
- 2 Beatty Crescent, Ormond (part of HO75, *Ormond Precinct environs*). A single-storey house built in 1934 by the company that also has a cross-gabled roof and arcaded loggia with a pair of segmental arches; however, less detailed than *Begley House*.

Other known interwar projects by A.V. Jennings Construction Co. in Glen Eira are:

- Two residences at 78 Booran Road, Glenhuntly and 1040 Glenhuntly Road, Caulfield South. Both single-storey and
 rendered houses that were constructed in 1932 by Jennings and Vine, prior to the registration of the company. The former
 has an austere character with some classicised motifs, while the latter was completed in a Mediterranean/Spanish Mission
 idiom. Another similarly styled but smaller house was built in early 1933 at 4 Amelia Street, Caulfield South. Gurney's
 involvement with these initial projects is unclear.
- 30 Dorothy Avenue and 35 Turner Avenue, Glenhuntly. Two houses erected in early 1933 on the company's first subdivision, likely designed by Gurney.
- 1 Lord Street, Caulfield East and 1 Holloway Street, Ormond. A single-storey rendered houses built by the company in 1934, both have restrained eclectic expressions.

⁴³ Garden, Builders to the Nation, p18

As part of his research for *Builders to the Nation*, Garden investigated the council's archived building files and other records to establish those houses in the municipality that Albert was involved in developing (Chapter 1).

29 and 31 Booran Road, Caulfield. A pair of single-storey rendered houses with pronounced Art Deco detailing, built in 1934, likely as a corner subdivision.45

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 26, dated 1990:

- 1091 Glenhuntly Road C grade (local significance)
- 2 Roseberry Grove N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls Yes (rendered sections of walls)

Internal Alteration Controls No Tree Controls No Solar energy systems controls Yes

Outbuildings and/or Fences Yes (front fences and garages)

Prohibited uses permitted Aboriginal heritage place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of Glen Eira Planning Scheme to the extent of the whole properties of 1091-1091A Glenhuntly Road and 2 Roseberry Grove, Glen Huntly, as defined by the title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

LORRAINE

Address 3 and 3A James Street, Glen Huntly

SignificanceLocalConstruction Date1915PeriodFederationDate InspectedLate 2019



Statement of Significance

What is Significant?

Lorraine at 3 and 3A James Street, Glen Huntly, is significant to the City of Glen Eira. It was constructed in 1915 for the prominent jockey William ('Billy') Francis Foulsham, who remained in residence with his wife until 1919.

The significant elements of *Lorraine* are its L-shaped form and gabled roof, slate cladding, remaining chimney, treatment of gable ends (shingles, struts, latticework, windows, etc.), pair of verandahs and associated detail, roughcast finished brick walls, and original fenestration, including the bay windows with hoods and all decorative glass.

The rear skillion roof addition and fencing are not significant.

How is it Significant?

Lorraine is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Lorraine is of historical significance as a commodious and distinctive example of a late Federation=period suburban house. Its scale and architectural finesse are illustrative of Glen Huntly's consolidation as a middle-class locale at this time. Lorraine's association with the prominent jockey 'Billy' Foulsham is of note, particularly for its ability to reflect a common thread in the early

20th-century development of the area; that of successful racing figures (trainers, backers, riders) constructing high-quality residences in the proximity of Caulfield Racecourse, which imbedded a racing character into the local social fabric. This dimension has since dissipated but endures in public memory. (Criterion A)

Lorraine is of aesthetic significance as a largely intact and excellent example of the Arts & Crafts style residence within the municipality. It is distinguished from other known examples of the idiom by its extensive utilisation of roughcast, the delicacy of its Art Nouveau-influenced stained glass designs, and the contained form of the broad slate-clad gable roof on a single-storey building and its wide overhang. The form is striking and invites interpretation in the round, aided by the house's corner orientation. The overall impression is of refinement facilitated by distinct detailing indicative of the tenets of the Arts & Crafts movement. (Criterion E)

Description

Lorraine is located on a generally flat allotment at the corner of James and Etna streets. The initially single-family house has been subdivided into two properties and the front fence varies between the sections. There is a slatted fence with a top railing at the corner allotment (no. 3), while the northern part has timber pickets (no. 3A). A timber paling fence divides the front yard.

The single-storey late Federation period building is a substantial house with a marked Arts & Crafts character. The main original section of *Lorraine* is L-shaped with a slate-clad gabled roof clad with terracotta ridge cresting and a finial/orb at each end. An original chimney survives to the north end. It has a battered form, tapered grooves, and a combination finish of roughcast and smooth render. Exposed rafter ends are also evident to the primary roof.

The roof projects to an unusual degree over the broad gable ends ('flying gables') and includes soffits lined with boards and timber struts. Gable ends are clad in timber shingles with a projecting lattice screen (providing roof ventilation) to the upper part. There is a multipaned window in the Etna Street-facing gable end (no. 3), while the James Street one (no. 3A) displays a diagonal lattice screen.





Eastern elevation, south end, from James Street

Eastern elevation, north end, from James Street

Lorraine is of brick construction, with all walls finished in a roughcast render. Externally, all the elements are painted a consistent grey colour though initially the scheme likely incorporated some degree of tonal contrast (for instance, the timber shingles were likely stained).

There is a verandah to each side of the north wing (facing James Street), organised symmetrically about the central part. These verandahs are supported by Tuscan order columns on pedestals and feature an arched timber frieze. The latter has a dentillated lower edge. Tessellated tiles are present to the verandah decks. The doors may be original but are obscured from the public realm.

To the face of both wings are bay windows with timber-framed tripartite casement windows and toplights (note dentil band). These are particularly fine elements, displaying decorative glass windows (leadlighting and stained) with elegant drop motifs to both the main panes of the casements and toplights. The design and colours differ slightly between each bay.

Surmounting these bays are hoods, again with varying detail. The example at no. 3 (visible from Etna Street) is flat and slate-clad with pagoda-like timber brackets, while that at no. 3A (visible from James Street) is skillion in profile with timber shingles. Its brackets are curved.





South elevation, Etna Street.



Oval window.

Bay window with stained glass, Etna Street.

Bay window with stained glass, James Street.

Located in the south wing is a distinctive oval window, the leadlighting of which reveals an Art Nouveau influence with sinuous, asymmetrical tendrils and the house name ('Lorraine'). Coincidently, the capital city of the French province Lorraine, Nancy, was an epicentre of Art Nouveau design over the late 19th and early 20th century. House names were popular at the time of the place's construction; however, even at dwellings of some pretension, it was not standard practice to commission a window that recorded that detail.

Attached to the rear of *Lorraine* is a metal clad, skillion roof addition, which replaced an original verandah.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.¹ The majority of the southern half was made available as large block holdings from May 1853.² Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.³ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁴

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁶ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.⁷

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000).8 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

² 'Advertising', Argus, 27 May 1853, p9

³ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁵ Robert Whitworth, *Bailliere's Victorian Gazetteer Road Guide* (London, 1865), p84

⁶ Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

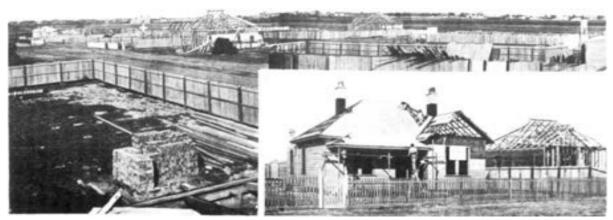
Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.⁹ This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹⁰ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹¹

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies.¹² The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).¹³ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services.¹⁴ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand.¹⁵

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

⁹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹¹ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

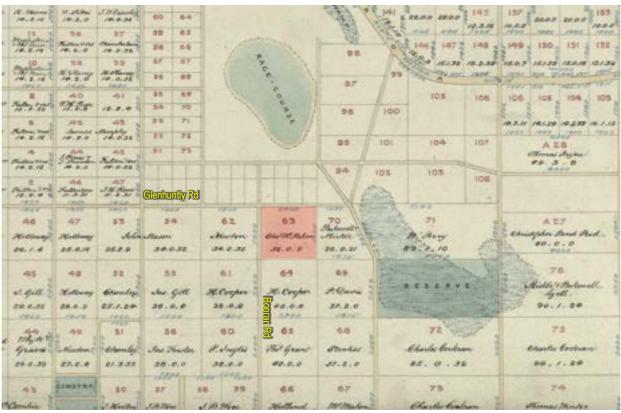
This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', Caulfield Historical Newsletter, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', Herald, 2 October 1913, p4; 'Growth of Glen Huntly', Herald, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', Argus, 4 September 1939, p6

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land derives from Crown Portion 63 of the Parish of Prahran, East of Elsternwick, acquired by Sir Charles M. Mahon (later Victoria's chief police commissioner and a politician) in May 1853. This area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' with 'bracken' into the early 1900s. 18 Its principal thoroughfare was and remained Glenhuntly Road, which initially terminated at Grange Road, before being extended east during the 1890s. The compact locality that arose here in the first few decades of the 20th century had become generally known as 'Glenhuntly' (now Glen Huntly) by the 1910s.



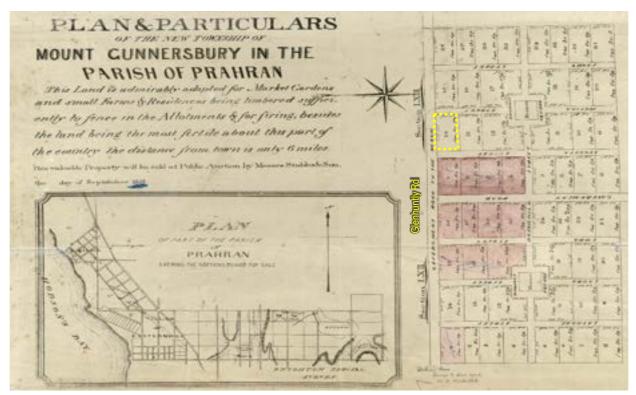
Early parish map of the Caulfield district, with Crown Allotment 63 shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

By September 1853, the English branch of the Rothschilds, the internationally prominent Jewish banking family, purchased Crown Allotments 62 and 63 through a relative who travelled to Melbourne, seemingly for speculative reasons. ¹⁹ Soon after, this acquisition was advertised as the private 'township' development of 'Mount Gunnersbury' (a combination of the area's slightly elevated topography and the namesake of the Rothschild family's personal London estate: Gunnersbury Park). ²⁰ The 56 allotment subdivision, now seldom remembered, appears the earliest attempt at town planning in the Parish of Prahran, East of Elsternwick, and was laid out in a gridiron pattern. Several of the proposed street names appear to reference members of the Rothschild family (Rothschild, Laura, Emma, Augusta, Justina [not in use], James, and Latrobe).

Special Allotments Clerks' Homes Glen Huntly Estate, Landata, Central Plan Office, Put-away plan, P79M

September 1853 date on the *Plan & Particulars of the New Township of Mount Gunnersbury in the Parish of Prahran* (SLV, Bib ID 1603208); and application file for transfer of land to Torrens title no. 6874

Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, 1853, SLV



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. Lot 14, which included the subject land, is outlined in dashed yellow. Red shaded lots are those that sold in the 1857 sale. (Source: SLV, available online)

Initial sales were sluggish, and the Mount Gunnersbury name failed to gain any traction. Unsold land was transferred to two scions of the family, Lionel Nathan de Rothschild (baron) and Anthony Nathan de Rothschild (baronet) in 1874. Under their watch, the remaining property was re-subdivided and again offered for auction.²¹ In 1885, a section incorporating the subject land was acquired by a West Melbourne auctioneer, George W. Taylor, who promptly organised for Etna Street to be laid and redivided his holding into smaller lots.²² Another auctioneer, Charles R. Staples, purchased this property, now divided by Etna Street, in 1887. He oversaw another subdivision (32 lots).²³ At this stage, the subject land formed part of lots 15 and 16 at the corner of James and Etna streets.



1887 subdivision of Crown Allotment 63 by Staples. Lots 15 and 16 are outlined with the subject land shaded yellow. (Source: Certificate of Title, vol. 1769, folio 617)

Argus, 18 August 1874, p8; and Certificate of Title, vol. 695, folio 944

²² Certificate of Title, volume 769, folio 617

²³ Certificate of Title, volume, 1769, folio 617

In 1907, William ('Billy') Francis Foulsham (1891-1979), then a leading professional jockey at the age of sixteen, purchased lots 15 and 16.24 Foulsham was part of a famous Australian racing 'clan'.25 His father, William Foulsham, for instance, was a veteran local horse trainer who lived at *Tolarno* on the northeast corner of Glenhuntly Road and Manchester Grove (since replaced). which included extensive stabling.

'Billy' Foulsham's career as a jockey commenced in 1903 at age twelve. By 1906, he was heading the winning jockey's list. 26 At his retirement from racing in 1922 (due to difficulty in maintaining a low body weight), Foulsham had ridden some 800 winning horses.²⁷ He invested a large percentage of his earnings into property and took an active role in buying and selling.²⁸

For many years he [William F. Foulsham] was in the forefront of Australian horsemen, and I have heard many jockeys declare that he was the greatest rider they had seen. Not only did Foulsham have a splendid seat in the saddle, but he studied race-riding in all its degrees with that thoroughness which characterises all his endeavourers ... Foulsham was renowned for his wonderful judgement. He was nicknamed "Mick O'Brien the Second" owning to his similarity in style to that great horseman of years gone by. It was O'Brien's habit to swoop down with a well-judged dash at the finish.

And in that respect Foulsham vied with any of the great riders of our time ... Foulsham's victories were the Doncaster Handicap on Eurobin and the Caulfield Cup on Violoncello. When he retired from the saddle Foulsham set up as a trainer at Caulfield, and one of his earliest victories was with Frances Tressaday in the V.R.C. Derby. He also has won several other good races with members of his team.²⁹



Photograph of William Francis Foulsham in the saddle. (Source: Herald, 7 January 1922, p4)



William Foulsham, as a horse-trainer. (Source: Sporting Globe, 25 November 1925, p1)

Foulsham held the vacant lots 15 and 16 until 1915, when he organised for the construction of Lorraine, the same year he married Alicia Mary Pilkington (1887-1970). The Caulfield rate book of that year recorded the six-roomed 'BH' (brick house) and its name, Lorraine. The NAV was £52.30

The footprint of Lorraine was detailed in the 1915 MMBW plan, reproduced below, which shows the commodious house situated in the southern part of large grounds.

²⁴ Certificate of Title, vol. 2246, folio 059

²⁵ 'Fred Foulsham's Memoirs, Uncle Ike of the Foulsham Clan', Townsville Daily Bulletin, 18 June 1947, p7

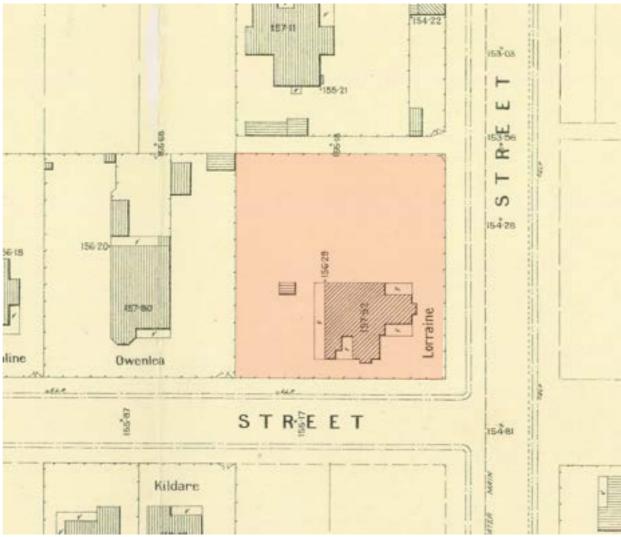
²⁶ Winner, 'W Foulsham's Skill Praised by Experts', 10 January 1917, p1

²⁷ 'Well-known Jockey Retires', Herald, 7 January 1922, p4

²⁸ Herald, 7 January 1922, p4

^{&#}x27;Billy Foulsham Tells How To Improve the Standard of Horsemanship', Sporting Globe, 25 November 1925, p1 30

Caulfield rate book, 1915, entry no. 7501



MMBW detail plan no. 2767, Caulfield, dated 1915

The land associated with Lorraine at the time is shaded red.

 $Cross-hatching\ indicates\ brick,\ straight\ hatching\ timber.\ The\ rear\ verandah\ ('V')\ and\ outbuilding\ have\ been\ removed.\ (Source:\ SLV)$

In 1917, Foulsham subdivided *Lorraine's* grounds into two parts, selling the vacant northern lot to Alfred Ernest Kitchen, who developed it soon after.³¹

Foulsham and his wife only lived at *Lorraine* until 1919.³² In early 1920, he sold the property to Walter C. Burns, a fitter. In 1922, ownership was transferred to Christopher Chittick, baker of Carnegie, and then in 1928 to Edith Maud James, a married woman, who lived there until she died in 1947.³³

The circa 1931 oblique aerial photograph that follows depicts *Lorraine* from the north-west (rear), during Edith's period of ownership. The photograph shows the original rear verandah and the original three chimneys (two chimneys to the south end were removed during mid-2017).³⁴

Certificate of Title, volume 2246, folio 059

³² Electoral Roll for Caulfield East (1919); and various Caulfield rate books

Certificate of Title, volume 4284, folio 601

Nearmap, June 2017



Extract from a circa 1931 oblique aerial photograph with a view of the rear *Lorraine* (red arrow). The three original chimneys are evident and the original rear verandah. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV)

On the morning of 1 November 1930, the corner of James and Etna streets was the scene of a sensational attempt to kill or maim Melbourne Cup favourite, Phar Lap, when shots were fired at the horse from a car as he was being returned to his stables from the Caulfield Racecourse.³⁵ Three days after the attempted shooting Phar Lap won the 1930 Melbourne Cup.



'A photographic reconstruction of the scene in Etna Street, Caulfield, of this morning's attempt to shoot Phar Lap ... "Tom" Woodcock, the foreman of the training stable, who had charge of Phar Lap, is shown riding the grey pony with which he screened Phar Lap's body from the attackers. The white line indicates the supposed course of the shot'. The Etna Street-facing gable of *Lorraine* is indicated by the red arrow. (Source: *Herald*, 1 November 1930, p1)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

- 6.0 Building Towns, Cities, and the Garden State (6.7 Making homes for Victorians)
- 9.0 Shaping Cultural and Creative Life (9.1 Participating in sport and recreation): The presence of the Caulfield Racecourse created something of a ripple effect as related activities and business radiated into the environs. (p123)

Comparative Analysis

Lorraine is a particularly fine example of the Arts & Crafts style applied to a suburban single storey residence in the late Federation period and was likely designed by a professional (identity unknown). It is differentiated from much housing in the municipality from the Federation years, which are generally Queen Anne in design mode. While the latter was influenced by the anti-industrial ideology of the Arts & Crafts movement, it also integrated other sources that bestowed a distinct character (red brick, asymmetrical forms, complex roofscapes). Examples of the Arts & Crafts style, such as Lorraine, are defined by their emphasis on craftmanship and often display a more restrained form, extensive use of roughcast render, shingles to gable ends, and battened chimney forms.

Lorraine is distinguished from other comparable individual places affected by a Heritage Overlay (HO) in Glen Eira as the only single storey example with an unusually wide projecting roof and the most delicate employment of stained glass.

Comparable heritage places include:

- Anselm, 4 Glenferrie Street, Caulfield North (HO27, VHR/H1795). A celebrated and outstanding red brick villa for and by the champion of the Arts & Craft movement in Victoria, Robert Joseph Haddon, built in 1906. Prominent pyramidal slate clad roof with wide central gable and octagonal corner 'tower' and richly detailed (externally and internally) with terracotta panels,
- 88 Shoobra Road, Elsternwick (HO63). Also located on a corner site, this large-scale Arts & Crafts style house was constructed during 1910-11 with roughcast finish to the attic level, above the red brick base. The more picturesque and steeply pitched gable roof is clad in terracotta tiles with decorative cresting and the gable ends project less than at Lorraine. A bay and arched window to the side feature stained glass but only to the highlights. The porch is supported by similar columns on pedestals, albeit with a bulging profile.
- 17 Wyuna Road, Caulfield North (HO83). A considerable attic-storey Arts & Crafts style dwelling with a slate-clad gable roof, built 1915. This house is similar to that at 88 Shoobra Road with a red brick base and timber to the gable end and a façade featuring three bay/oriel windows. Stained glass may only be retained to the entry ensemble.
- 359 Alma Road, Caulfield North (HO1). An earlier, large Queen Anne style red brick villa constructed in 1903. The roof is more picturesque/complex than Lorraine, with a main gambrel section, gable ends, a strong corner/diagonal emphasis with its corner turret and a dormer with balcony. It is slate clad with terracotta ridge caping. The corner verandah is fully timberframed with niche cut-outs to the frieze.
- 5 Bambra Road, Caulfield North (HO9). A Queen Anne style, red brick villa with render to the upper part of façade and a slate clad roof, built 1911-12. Considerably obscured, it features a diagonal emphasis with corner dormer/balcony and rising sun/sunray motif to the verandah below. The verandah is timber-framed with turned timber posts and narrower fretwork frieze for the main part.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

C grade (local significance)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls Yes (roughcast rendered walls)

Internal Alteration Controls
Tree Controls
Solar energy systems controls
Outbuildings and/or Fences
Prohibited Use
Aboriginal Place
No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 3 and 3A James Street, Glen Huntly, as defined by the title boundaries.



Recommended extent of the heritage overlay. (Source: Nearmap, December 2019)

CAER GLOW (TOOMUC)

Address 4 Malvolio Street, Glen Huntly

SignificanceLocalConstruction Dates1897-98PeriodFederationDate InspectedLate 2019



Statement of Significance

What is Significant?

Caer Glow (Toomuc) at 4 Malvolio Street, Glen Huntly, is significant to the City of Glen Eira. The residence was constructed in 1896-97 within initially larger grounds for a city-based account, Thomas 'Tom' Agg Hills, who named it Caer Glow. A local Caulfield councillor and businessman, Alfred Ernest Kitchen, brought the place in 1906, renaming it Toomuc. He oversaw much of the break-up of the wider property. From about the early 1950s, Caer Glow (Toomuc) was adapted and modified to operate as a private hospital before – in more recent years – returning to a single-family dwelling.

The significant elements of *Caer Glow (Toomuc)* are its gabled roof and unglazed terracotta tile cladding, ridge cresting and finials, chimneys with corbelled capping, roughcast and half-timbered gable ends, original and intact sections of red brick walls, and timber-framed and multipaned casement windows.

The verandah on the south elevation is not original but features turned timber posts and decorative frieze with niches that may be reproductions of the detailing that characterised the original verandah, which was located on the residence's north elevation.

The residence's broader garden setting contributes to the significance of the place.

Later additions/elements, including the hipped-roofed addition in the northeast, integrated garage, verandahs, concrete driveway, and fencing are not significant.

How is it Significant?

Caer Glow (Toomuc) is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Caer Glow (Toomuc) is of historical significance as a grand example of an early Federation-period residence in the Glen Huntly area. Its typology – the substantial brick dwelling set within ample landscaped grounds – is more characteristic of the western parts of the municipality, particularly Elsternwick and Caulfield. Although similar surviving examples in the Glen Huntly area are less common (the nearby Beverley has been demolished), such residences played an important role in the development patterns of the suburb over the late 19th and early 20th centuries, setting the social and built character of the interwar and postwar suburb as decidedly middle-class. (Criterion A)

Caer Glow (Toomuc) is of aesthetic significance as a confident and early illustration of the Queen Anne style in the municipality, preceding the profusion of this idiom across the district's suburban landscape by several years. Despite some alterations and additions, the residence presents as a large-scale red brick building set within comparatively expansive grounds, which allow for a sense of its former more expansive landscaped setting and original orientation. Indicative of the Queen Anne idiom, then only emergent at the time of its construction, Caer Glow (Toomuc) displays a picturesque gabled roofscape and Arts & Crafts-influenced material palette of terracotta roof tiles and red brick walls with timber-framed windows (unusually multipaned). The house's dramatic set of heavily corbelled chimneys is also of note. (Criterion E)

Description

Caer Glow/Toomuc is a single-storey Queen Anne style house situated at a deep setback from the north side of Malvolio Street in the northwest corner of a large allotment (approximately 1,700m²). The garden is verdant, with a mixture of deciduous and evergreen trees and lawn areas. The concrete semi-circular driveway and flagpole are prominent elements, albeit non-original. A later addition high timber-framed corrugated metal fence with an upper band of lattice (echoing the verandah's frieze) runs the front boundary, considerably obscuring Caer Glow/Toomuc's visibility from the public realm.

Of note, the south elevation, which addresses Malvolio Street, was the rear elevation of the original house, which was primarily orientated north, towards Rothschild Street. However, in line with more affluent Federation period domestic design, the rear of the place was well-resolved and utilised high-quality materials, deterring its interpretation as a 'back of house' section. This elevation is mostly intact, although an integrated gabled garage has been constructed in the west following a similar style to the *Caer Glow/Toomuc* and with a verandah installed (either side of the original east gabled wing).

Based on the distinctiveness of the verandah decoration, it seems likely that the paired turned timber posts and elaborate frieze with its niche-like element divisions were copied or re-used from the removed original verandah in the northeast.



East end of the south elevation – the original gabled wing is indicated by the red arrow.

The original footprint of *Caer Glow/Toomuc* is complex and consists of various interlocking gable sections clad in unglazed terracotta tiles with decorative ridge cresting and finials. The moderate eaves overhang displays exposed rafter ends. Dominating the roofscape are four hefty red brick chimneys with a band and pronounced corbelling. The hipped-roofed volume in the northeast corner is a later addition, replacing the original verandah.

The original house has walls of red brick laid in a stretcher bond (suggestive of cavity wall at this time). Tucking pointing is not evident in the south elevation but may survive in what was the façade (north elevation).



Aerial photograph of Caer Glow/Toomuc with the original roof shaded blue. (Source: Nearmap, November 2021)

The original (east) gabled wing projecting from the centre of the south elevation has a plain timber bargeboard with a half-timbered and roughcast rendered end. This finish appears to be repeated in the original north-facing gable. In the south facing gabled wing is a tripartite bank of timber-framed casement windows, multipaned with highlights. This opening is a near flat arch with brick voussoirs. The bay to the east facing gable end likely has similar detailing, though only the lower multipaned windows are visible from the street. Other original single or paired windows at the place are similarly multipaned, including the casements in the south elevation. It is possible that sills are basalt.







Front fence.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.¹ The majority of the southern half was made available as large block holdings from May 1853.² Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.³ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁴

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁶ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000).8 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

² 'Advertising', Argus, 27 May 1853, p9

³ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁵ Robert Whitworth, *Bailliere's Victorian Gazetteer Road Guide* (London, 1865), p84

⁶ Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.⁹ This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹⁰ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹¹

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies. The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families). This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services. Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand.

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

⁹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹¹ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

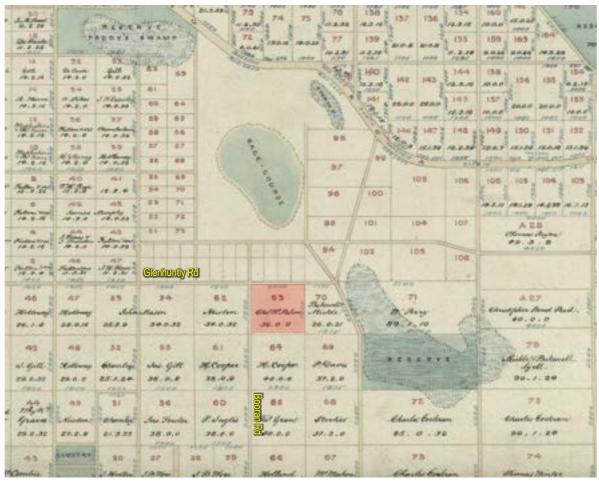
This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', Caulfield Historical Newsletter, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', Herald, 2 October 1913, p4; 'Growth of Glen Huntly', Herald, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', Argus, 4 September 1939, p6

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land derives from Crown Portion 63 of the Parish of Prahran, East of Elsternwick, acquired by Sir Charles M. Mahon (later Victoria's chief police commissioner and a politician) in May 1853. This area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' with 'bracken' into the early 1900s. 18 Its principal thoroughfare was and remained Glenhuntly Road, which initially terminated at Grange Road, before being extended east during the 1890s. The compact locality that arose here in the first few decades of the 20th century had become generally known as 'Glenhuntly' (now Glen Huntly) by the 1910s. 19



Early parish map of the Caulfield district, with Crown Allotment 63 shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

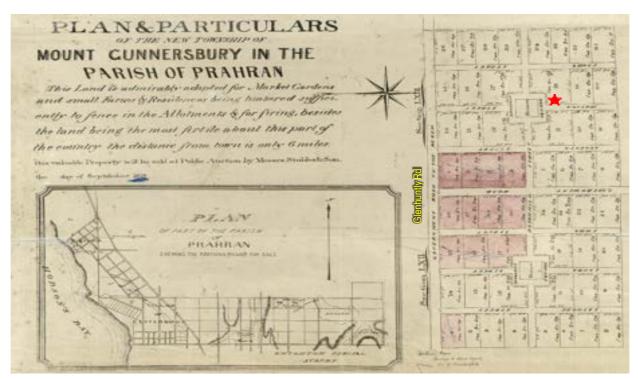
By September 1853, the English branch of the Rothschilds, the internationally prominent Jewish banking family, purchased Crown Allotments 62 and 63 through a relative who travelled to Melbourne, seemingly for speculative reasons.²⁰ Soon after, this acquisition was advertised as the private 'township' development of 'Mount Gunnersbury' (a combination of the area's slightly elevated topography and the namesake of the Rothschild family's personal London estate: Gunnersbury Park).²¹ The 56 allotment subdivision, now seldom remembered, appears the earliest attempt at town planning in the Parish of Prahran, East of Elsternwick, and was laid out in a gridiron pattern. Several of the proposed street names appear to reference members of the Rothschild family (Rothschild, Laura, Emma, Augusta, Justina [not in use], James, and Latrobe).

Special Allotments Clerks' Homes Glen Huntly Estate, Landata, Central Plan Office, Put-away plan, P79M

Glen Huntly was the name of a ship that arrived in Port Phillip in 1840 while suffering from a suspected typhoid outbreak. Crew and passengers were quarantined at Point Ormond ('Red Bluff') and the inland track to this camp became well-known as 'Glenhuntly Road' –Barnard, 'Glen Huntly'

September 1853 date on the *Plan & Particulars of the New Township of Mount Gunnersbury in the Parish of Prahran* (SLV, Bib ID 1603208); and application file for transfer of land to Torrens title no. 6874

Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, 1853, SLV



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. The subject land is approximately marked by the red star, then at lot 18. (Source: SLV, available online)

Initial sales were sluggish, and the Mount Gunnersbury name failed to gain any traction. Unsold land was transferred to two scions of the family, Lionel Nathan de Rothschild (baron) and Anthony Nathan de Rothschild (baronet) in 1874. Under their watch, the remaining property was re-subdivided and again offered for auction.²²

In 1875, Charles Beissel, a butcher from Richmond, brought a nearly 10-acre (4 ha) parcel east of James Street (initially Justina Street in the *Mount Gunnersbury* subdivision), which comprised the subject land.²³ A decade later, this undeveloped holding – reduced to 7.6 acres due to the resumption of land for Glenhuntly Station and railway in the north – underwent a series of sales before its acquisition by Thomas 'Tom' Agg Hills in March 1896.²⁴

The Caulfield rate book first recorded the subject building in its 1897 edition, describing it as an eight-roomed brick house owned by Hills.²⁵ He resided at the place with his wife Hilda (*née* Williams) Hills (1869-1946) and a daughter for about five years, which they named *Caer Glow* – possibly the Welsh ('castle' 'glow') name for Gloucester.²⁶

The scale and progressive design of the house suggest the hand of a professional designer, although the responsible individual is not known. Its construction at the end of an economically depressed decade, particularly for post-'Land Boom' Melbourne, reflect the considerable financial resources of its commissioner.

The London-born 'Tom' Hills (1849-1908) had arrived in Melbourne by the early 1890s and established himself as an active member of Melbourne's financial and mining circles. Around the time *Caer Glow* was built, Hills' work as the vice-president of the Society of Accountants and Auditors was often noted in the press.²⁷ In the immediate aftermath of the early 1890s economic crash, he also oversaw the liquation of several speculative syndicates and banks, including the prominent Mercantile Bank of Australia.²⁸

²² Argus, 18 August 1874, p8; and Certificate of Title, vol. 695, folio 944

²³ Certificate of Title, vol. 803, folio 579

In 1885, it was sold to Robert Byrne, an auctioneer of East Melbourne; in 1896 to John Ferrell, a Prahran-based contractor; then Hills. (Certificate of Title, vol. 1761, folio 178; and vol.2598, folio 534)

²⁵ Caulfield rate books, 1897, p119

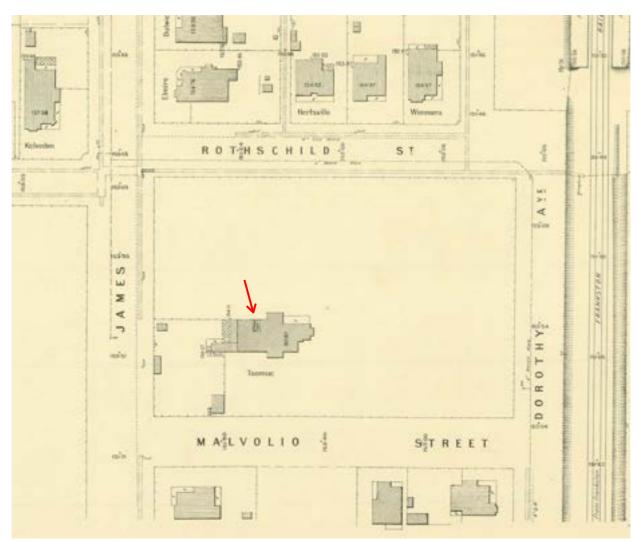
Public family tree, ancestry.com.au

For instance – 'The Companies Bill', Age, 23 September 1896, p5

²⁸ 'Mercantile Bank of Australia', *Argus*, 20 July 1892, p7

Alfred Ernest Kitchen (1867-1936) purchased the residence and most of its grounds in 1906 (the section north of Rothschild Street had been previously excised), after having been a tenant at the place with his wife Florence (*née* Meudell) Kitchen since about 1902.²⁹ Kitchen renamed the house *Toomuc*, presumably after the Toomuc Valley, Pakenham, where he ran a well-known apple orchard.³⁰ He was also associated through family connections with the prominent candle makers, J. Kitchen & Sons (founded by his grandfather) and the fertiliser company Cumming, Smith & Co. Between 1913 and 1915, Kitchen represented the East Ward in the City of Caulfield and was also involved in land speculation in the nearby area.³¹

The 1915 MMBW plan, reproduced below, shows the original footprint of *Caer Glow/Toomuc*, its grounds then bounded by Malvolio (south), Rothschild (north), and James (west) streets and Dorothy Avenue (east). The house, depicted as brick construction (cross-hatched), appears to primarily address the north (to Rothschild Street) with a large verandah ('V') at its northeast end (since replaced with a hipped-roofed volume). Ancillary sections, mostly weatherboard, were also attached to the west elevation. The block was fenced and included a handful of timber outbuildings in the southeast corner. The plan shows it was one of two large estates in the vicinity with the substantial Italianate villa *Beverley*, which has been demolished, located to its west.



MMBW detail plan no. 2767, Caulfield, dated 1915. Caer Glow/Toomuc is indicated by the red arrow. (Source: SLV)

²⁹ Caulfield rate book, 1902, p121; and Certificate of Title, vol. 2598, folio 534

³⁰ Age, 20 April 1936, p8

³¹ Argus, 30 August 1913, p23

Between 1916 and 1919, Kitchen cut up the grounds of *Caer Glow/Toomuc* into multiple lots, which was advertised as the 'Toomuc Estate' in the 'Flourishing Suburb of Glen Huntly'.³² He sold the residence with around half an acre of grounds in 1917 to Thomas Percy Robertson Goldie, a retired Seymour grazier.³³ Goldie renamed the place *Marengo*, after his pastoral property.

In June 1920, Caer GlowlToomuc was promoted for auction on a reduced grounds (more or less its existing dimensions), portrayed as a fine and commodious residence:

Charming brick villa residence, with tile roof, 'Marengo', No. 20 James Street, corner Malvolio Street, Glenhuntly, within three minutes walk of railway station and electric tram. Land 120ft x 213ft. Laid out in lawns and garden. Under instructions from T. P. Goldie Esq. This beautiful home is faithfully built and artistically arranged. It contains drawing and dining rooms, smoking room, three bedrooms, kitchen, maid's room, bathroom, pantry, larder, and all conveniences. Gas and electric light are installed, and the property is sewered. The outbuildings comprise timber garage, laundry, and woodshed.³⁴

In May 1921, the property was purchased by Divina Boag, the wife of a 'manager', who owned it until 1936. It continued as a private residence until 1951 when the Alfred Hospital purchased the place.³⁵ For much of the remainder of the 20th century, *Caer Glow/Toomuc* appears to have operated as surgical and medical premises, under various owners but chiefly known as Batman Private Hospital.



Extract from a circa 1931 oblique aerial photograph showing the *Caer Glow/Toomuc* from the northwest. The original double gabled composition (red arrow) of the western section of the house is indicated by the red arrow (since partly modified by the garage addition). (Source: Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV, available online)

Between the 1930s and 1945, the footprint of *GlowlToomuc* was enlarged with the addition of a pair of hipped-roofed volumes in the north-east (in place of the original verandah) and south-east corners of the residence. The latter was itself replaced by the extant verandah section. This phase is depicted in the 1945 aerial photograph below.

Certificate of Title, vol. 3751, folio 120; and 'Advertising', Age, 25 September 1915, p2

³³ Certificate of Title, vol. 3751, folio 120; vol. 3978, folio 577; and vol. 4090, folio 962

³⁴ Argus, 30 June 1920, p2

³⁵ Certificate of Title, vol. 3978, folio 577



1943 aerial photograph of the *GlowlToomuc* is outlined in dashed red with two hipped roof additions indicated by the red arrows. Note what appears to be remnant timber outbuildings attached to the west elevation of the house, since removed. A curved driveway was also evident in the east part of the property and what may be a former tennis court is present to what was the rear of the house (now the front garden). (Source: *Melbourne and Metropolitan Project No. 5*, Run 14, Frame 57714, Landata)

At some point during the mid-to-late 20th century, two sections of verandah (possibly modelled on the original) were introduced along the south elevation, with a return verandah installed to the northwest corner of the original footprint. These modifications were probably spurred by the building's use as a hospital.

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

Caer Glow/Toomuc is an early example of the Queen Anne style at the outset of the Federation period (circa 1895-1915). The idiom had been utilised to a limited extent in Melbourne from the late 1880s but did not take a serious foothold until the early 1900s, several years after the construction Caer Glow/Toomuc. Initially, the Queen Anne design mode in Victoria – much adapted from its English roots – gestured towards the medieval revival, such as at North Park (VHR H1286) in Essendon by Oakden, Addison and Kemp in 1889 or an urban Anglo-Dutch character with classicising detail, especially pedimented gables. The renowned work of Ussher & Kemp in this style in Melbourne did not commence until around 1900.³⁶

The Queen Anne style emerged partly as a counter to the classical influence and formality of much Victorian period architecture. For instance, often relocating the main entrance from the facade and setting it into the side and/or orienting some dwellings diagonally across their lot. Red brick was universally employed in Queen Anne buildings, departing from the typical brown of the Victorian years, though chiefly in combination with some roughcast render/finish and timber, especially to the gable ends (half-timbering, bargeboards, screens, brackets, etc.).

For instance, the *Cupples House*, 608 Riversdale Road, Camberwell in 1900 and *Dalswraith*, 99 Studley Park Road, Kew was built in 1906. The practice was active from 1899 to 1908.

This varied material palette reflected the influence of the Arts & Crafts Movement and its key tenets relating to material honesty and beauty associated with utility, which evolved from a renewed appreciation for traditional or vernacular English buildings. Characteristically, Queen Anne-style houses have a picturesque roofscape featuring steeply pitched gable ends and tall chimneys with corbelled caps and/or strapping/banding. Roofs were either clad in terracotta tiles or slate with terracotta ridge cresting. Timber detailing to the verandahs (turned timber posts and friezes) was common, as were bay windows with casements and highlights, often featuring decorative glass.

A relatively large number of timber and brick Federation period houses are included as individual entries or as contributory buildings within precincts under Glen Eira's Schedule to the Heritage Overlay; a reflection of renewed growth in particular areas (mostly railway/main road corridors) around the turn of the century. These places generally express the era's prevailing Queen Anne and Arts & Crafts influences to varying degrees and were constructed after Caer Glow/Toomuc during the early 1900s and 1910s.

Those individual heritage places in Glen Eira that are comparable to *Caer Glow/Toomuc* include:

- Anselm, 4 Glenferrie Street, Caulfield North (HO27, VHR/H1795). A celebrated and outstanding red brick villa for and by the champion of the Arts & Craft movement in Victoria, Robert Joseph Haddon, built in 1906. Prominent pyramidal slate-clad roof with wide central gable and octagonal corner 'tower' and richly detailed (externally and internally) with terracotta panels,
- 359 Alma Road, Caulfield North (HO1). A large Queen Anne-style red brick villa constructed in 1903. The roof, clad in slate rather than terracotta tiles, albeit with terracotta ridge capping, is more complex and includes a main gambrel section, gable ends, a dormer with balcony and a strong corner/diagonal emphasis with its corner turret. The corner verandah is also timber-framed, though with niche cut-outs.
- 5 Bambra Road, Caulfield North (HO9). A Queen Anne style, red brick villa with render to the upper part of façade and a slate-clad roof, built 1911-12. Considerably obscured, it features a diagonal emphasis with a corner dormer/balcony and a rising sun/sunray motif to the verandah below. The verandah is timber-framed with turned timber posts and narrower fretwork frieze for the main part.

While comparably modified to other individual HOs, the original form and presentation of Caer Glow/Toomuc remain readily interpretable, particularly within its still generous garden setting, with the major changes not overly detracting. The place is also set apart by its early date, both in terms of the development of Glen Huntly and as an expression of the Queen Anne design mode more broadly. Combined with the house's considerable scale and noted architectural features, these aspects bestow a high degree of distinctiveness to Caer Glow/Toomuc within the local context.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

E grade (of local interest)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy systems controls	Yes
Outbuildings and/or Fences	No
Prohibited Use	No
Aboriginal Place	No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 4 Malvolio Street, Glen Huntly, as defined by the title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

BABY HEALTH CARE CENTRE (FORMER)

Address 1A Oakleigh Road, Glen Huntly

SignificanceLocalConstruction Date1930PeriodInterwarDate InspectedLate 2019



Statement of Significance

What is Significant?

The Baby Health Care Centre (Former) at 1A Oakleigh Road, Glen Huntly, is significant to the City of Glen Eira. It was constructed in 1930 to a design by Thomas A. Constable, the city surveyor of the City of Caulfield. The centre closed in 1984 and became a community kindergarten.

The significant elements of the *Baby Health Care Centre (Former)* include the original part of the building at the west end with its two arched openings and the primary hipped roof. Also of significance are its exposed rafter ends, two panels – one in bas-relief to the roof gablet and the marble commemorative plaque to a pilaster – and the door with stained glass to the enclosed porch.

Although integrated with the original section, the alterations to the east of the *Baby Health Care Centre (Former)* are not significant. Other later additions are also not significant.

How is it Significant?

The Baby Health Care Centre (Former) is of historical, rarity, and representative significance to the City of Glen Eira.

Why is it Significant?

The Baby Health Care Centre (Former) is of historical significance as part of the progressive infant welfare movement that gathered momentum in the State from WWI, driven by the Victorian Baby Health Centres Association. The initial centre was established in a cloakroom at Caulfield Town Hall in 1921. The council constructed this dedicated centre on vacant land in the Glen Huntly Clerk's Estate to meet the demand for free and specialist maternal and newborn care for local mothers in 1930. The

place operated as a baby health care centre for over five decades, an association that connects the building with the essential themes of family formation and childrearing in the district – aspects often overlooked in understanding the growth and consolidation of the area and its community. (Criterion A)

The Baby Health Care Centre (Former) is the only surviving interwar example of its type in the municipality and is singular for its purposeful design. It is of representative significance as a generally intact and good illustration of an interwar Arts & Crafts building. This character, expressed by the more informal composition of its broad facade, extensive 'natural' roughcast render finish, integrated craftwork (leadlighting/stained glass), and wide arched openings with multipaned timber windows, held popular contemporary associations with homeliness and domesticity. Attributes that were intended to reassure and attract intended users. Yet the form of the centre is appreciable as a non-residential, making its Arts & Crafts aesthetic distinguishing, as such an idiom is unusual for a civic/healthcare/community building in the district. (Criterion B and Criterion D)

Description

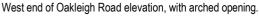
The single-storey *Baby Health Care Centre (Former)* is primarily situated at a large allotment to the north side of Oakleigh Road, near the intersection with Grange Road. However, the front part of the building, approximately relating to the enclosed porch, extends into the abutting reserve, known as Ormond Community Gardens. The building is located to the south-eastern part of its allotment, allowing for a side and rear yard (north and west parts).

The building has an L-shaped footprint, predominantly rectangular with a short return to the north. It has a hipped roof clad in unglazed terracotta tiles for the most part, with a flat or skillion-roofed section (corrugated sheet metal) attached at the rear.

The main roof and extends at a lower pitch forward over the façade bay with the enclosed porch. A gablet at the western end, to the centre of the original extent of the building, breaks the broad expanse of the roof. It exhibits bas-relief lettering identifying the original purpose of the building and its date of construction: '1930 Baby Health Centre'. The wide soffit/eaves overhang has exposed rafter ends.

The Baby Health Care Centre is of masonry construction. Its walls visible from the public realm are finished in roughcast render with contrasting smooth sections to the edges of the piers and openings and a narrow clinker brick plinth.







Detail of nameplate.

The façade (south elevation) is readily visible from the adjacent reserve. It is divided into four bays by a series of pilasters – three with wide arched windows and another with a doorway. Originally, buttressing defined the ends of the enclosed porch, but the west end has been removed to accommodate a small addition, though a buttress is included at the east end as part of the additions.

The three arched windows to the façade are multipaned and timber-framed, incorporating openable sections to their centres (likely a pair of casements). The broad arches are 'three-centred',¹ and the off-centred entrance has a contemporary central timber door with sidelights. There is a marble panel affixed to the upper part of the pilaster between the original western pair, commemorating the opening of the baby health centre on 2 August 1930.

The enclosed porch to the west end retains its original double-leafed timber door with paired dentils below the decorative glass – namely, leadlighting and stained glass in a geometric pattern, consisting of an oval within a grid pattern and a defined margin.

A three-centered arch has a curved inner surface struck from three centres, resulting in a shape approximating one-half an ellipse.

The glass has an inverted semi-circular configuration, mirrored across the two leaves, with a subdued colour scheme typical of the interwar years.



Oakleigh Road elevation with original section of the building indicated by dashed red.



Original timber and door to enclosed verandah.

Due to the dense planting, the east and west elevations of the building are barely visible from the public realm, although it is evident that the rendered treatment extends to the west elevation. The building has approximately doubled in size due to its eastward addition. The style of the doorway and opening to this addition replicate the original. Although only minimally visible from the public realm, an east elevation opening has been modified with aluminium windows.

Despite at least one contemporary account labelling the baby health care centre as 'semi-Spanish' in style (Spanish Mission), its design is more accurately described as broadly Arts & Crafts in expression due to its pronounced employment of roughcast render as a finish and presence of exposed rafter ends. Effectively, these two design modes shared some commonalities, such as textured rendered finishes and arched porches/loggias, making the 'semi-Spanish' portrayal understandable, particularly given the original symmetrical façade configuration. Generally, semi-circular arches were associated with the Spanish Mission, while broader arch types (segmental or depressed) – as evidenced by this building – are usually associated with Arts & Crafts style.

The Arts & Crafts Movement emerged in Australia from the early 1890s, following its genesis in the United Kingdom and spread to North America. The movement was a direct response to the challenges of modernity and industrialisation, its practitioners seeking to reemphasise the importance of handicrafts, expressed and 'natural' high-quality (optimally local) materials and utility in design. Arguably the most significant instigator of change in the domain of design around the turn of the century, the Arts & Crafts was as much an ideology as a style, remaining a popular approach well into the interwar period and underlying the expression of many early 20th-century architectural designs.

The employment of the Arts & Crafts style for the *Baby Health Care Centre (Former)* was consistent with that of other examples of this typology constructed during the interwar years. Such repeated usage may have been because of the homely, domestic conations of the idiom, which made the centres more familiar and less threatening to their chief audience (mothers and children) while also assisting the integration of the buildings into their typically suburban contexts.



Addition to the east end of the Oakleigh Road façade.



Infill to the western end (red arrow).

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹¹ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹²

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies.¹³ The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).¹⁴ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services.¹⁵ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand.¹⁶

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels).¹⁷ By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population.¹⁸ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹² 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', *Caulfield Historical Newsletter*, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', *Herald*, 2 October 1913, p4; 'Growth of Glen Huntly', *Herald*, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', *Argus*, 4 September 1939, p6

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The subject land formed part of Crown Portion 68, an approximately 37.5 acres (15 ha) holding granted to 'H. Flooke' in 1853 (at 12/ 15s per acre for a total of about £478). Presumably, the holding's ownership arrangements were adjusted as its early depiction identified the landholder as 'Stookes' and later 'H Stooke & C Swanston'. 20

In 1906, Crown Portion 68 was acquired by the Lands Purchase and Management Board – later, and more widely, known as the Closer Settlement Board – as part of a 74-acre (30 ha) purchase made under the *Closer Settlement Act 1904*. This sizeable public acquisition consisted of undeveloped land bound by Glenhuntly Road (north), the neglected Rosstown Railway (south),²¹ Grange Road (east), and the railway line (west).

The board subdivided this tract as the 'Clerks' Homes Glen Huntly Estate' in 1907 as an urban estate, ostensibly for 'clerks' (those of salaried positions not over £200 and 'respectable' in character). The estate included 120 allotments, a park (now Garden Avenue Reserve), and various community facilities.²² Successful applicants were provided with a low-interest loans and a conditional lease, which severely limited their alibility to sell or transfer their property.²³ The majority of the properties in the estate were developed by the outbreak of WWI to accommodate considerable architect-designed Queen Anne style timber villas.²⁴ Nearly all of these residences were demolished and replaced with the existing townhouse and flat developments in the late 20th century.



The approximate location of the subject land in the Clerks' Home Glen Huntly Estate is indicated by the red arrow – Lot 43. (Source: Central Plan office, Put-away plan, P79M, Landata)

¹⁹ 'Advertising', *Argus*, 27 May 1853, p9.

²⁰ Parish of Prahran, East of Elsternwick (and at Caulfield), P81(11). The area was adjusted to about 38.5 acres.

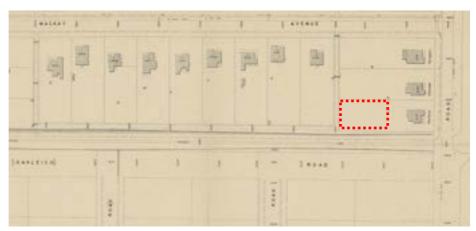
Constructed in 1883 at the behest of William Murray Ross, the 'Rosstown Railway' was generally perceived as an infamous folly in late 19th-century Melbourne and only operated one time. After Ross's death, the land reverted to the State Government and lay vacant until 1916 when the government revoked the railway's formative Act to sell the land more easily. (Peter R. Murray and John C. Wells, *From sand, swamp and heath: a history of Caulfield*, City of Caulfield, pp.140-141)

²² Barnard, 'Glen Huntly', eMelbourne

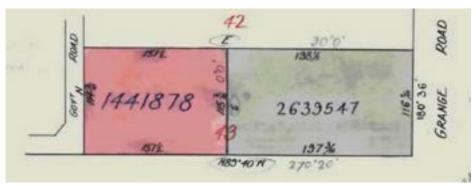
PROV, 'Closer Settlement Board (previously known as Lands Purchase and Management Board 1905-1918)', Research Data Australia, available online

Refer to MMBW plans for Caulfield, nos 2775 and 2776, dated 1914

As part of the Clerks' Homes Estate, the subject land comprised the rear yard of lot 43, an elongated parcel that fronted Grange Road owned by John Bell from about 1907. Bell resided at the site in a timber residence named *Penford*, since replaced by the house at 219 Grange Road. Due to the conditions of the lease, freehold title was not granted to Bell until August 1929.²⁵ By December that year, Bell had organised for the back portion of the lot to be subdivided and sold to the 'Mayor, Councillors and Citizens of the City of Caulfield'.²⁶



MMBW Detail Plan no. 2774, Caulfield, dated 1914. Subject place (outlined) in relation to its environs as developed by 1914. (Source: SLV)



Section acquired by the Caulfield Council in 1929 is shaded red (measurements are in links) (Source: Certificate of Title, vol. 5616, folio 143)

The City of Caulfield (1913-94), acting on the recommendation of their health committee, had acquired Bell's backyard for the establishment of a purpose-designed £850 baby health care centre, the third in the district.²⁷ At that stage, the earmarked property was described as situated in Ormond.²⁸

Previously, the council had made available for infant care a cloakroom at the Caulfield Town Hall.²⁹ Such was the demand of local mothers for the service that the council then acquired a house on Hawthorn Road, Caulfield, behind the Town Hall in 1924 (since demolished). A second centre was opened in early 1925, again in a converted house at 15 Truganini Road, Carnegie (since demolished). All of these early centres appear to have been run under the auspices of the Victorian Baby Health Centres Association (VBHCA).³⁰

²⁵ Certificate of Title, vol. 5597, folio 292. The area was 1 rood, 24 5/10 perches. John Bell died in 1946 and the property was inherited by his wife, Elizabeth Maude Bell, who held it for another eight years.

²⁶ Certificate of Title, vol. 5616, folio 143

²⁷ 'New Baby Health Centre at Ormond', *Prahran Telegraph*, 9 August 1930, p3

The nomenclature of suburbs and their boundaries in the Caulfield district were fluid for much of the late 19th and 20th centuries.

Geulah Solomon, *Caulfield's Heritage Volume 4: Caulfield's Recent Municipal Heritage, City of Caulfield*, 1989, p114; and 'Caulfield Baby Health Centre', *Age*, 10 March 1921, p6

³⁰ Solomon, Caulfield's Heritage Volume 4: Caulfield's Recent Municipal Heritage, City of Caulfield, p114

While the construction of *Baby Health Care Centre* was motivated by the expanding needs of the area, contemporary coverage also highlighted that the new centre was to be constructed by 'day labour'.³¹ For decades, the question of contract versus day labour was vexed; however, the employment of the latter – generally considered the more cost-effective, if not conducive for workers – was likely a tacit acknowledgement by Council of the more stringent economic conditions of 1930 and pressure to employ local unemployed men.



Second baby health care centre in Caulfield district on Hawthorn Road, Caulfield, a converted house, since demolished. (Source: courtesy of Glen Eira Historical Society)



Third baby health care centre, another converted house, since demolished, at 15 Truganini Road, Carnegie. (Source: courtesy of Glen Eira Historical Society)

Construction of the *Baby Health Care Centre* was 'nearing completion' by June 1930. This article also gave the designer of the centre as Thomas A. Constable (d. 1935), the city surveyor of Caulfield since 1923.³² Council's in-house engineers/surveyors often took on architectural responsibilities for civic buildings and infrastructure during the interwar period. Constable is also known to have been responsible for the design of a double-height pavilion at Princes Park, Caulfield, which was erected around 1929 (since demolished).³³ The almost finished 'Ormond Baby Health Centre' was described as:

Occupying picturesque garden ground near the old Rosstown railway line, the building is semi-Spanish in style, with roughcast walls and tiled roof. The surroundings will be beautified by lawns and shrubbery.³⁴

It was opened on 1 August 1930 in a ceremony overseen by the mayor and mayoress, the prominent doctor Vera Scantlebury, and various representatives from the Caulfield branch of the VBHCA. A contemporary news article described various rooms at the place and the overall cost (about a £100 less than previously estimated, perhaps the result of day labour):

It comprises a waiting room, consulting room, bathroom, dispensary and other adjuncts, and is well equipped and furnished. The cost of the building was about £750, and the upkeep is estimated at £1150 a year, to which a Government grant of £375 will be devoted, the balance being provided by the Caulfield council. Sister Warburton [of the VBHCA] is in charge of the centre.³⁵

Further details of the interior fit-out follow:

The waiting room walls are decorated with a dado of beautiful nursery rhyme pictures, the work of the one-armed returned soldier artist, Mr. Flexmore. The "Creche" is fitted up with most up-to-date appliances for the care and medical attention of infants. The building contains the most modern conveniences throughout. Paths and gardens are laid out and large public lawns adjoin the new centre.³⁶

An early photograph of the *Baby Health Care Centre* reproduced below shows the original symmetrical façade configuration, including the enclosed verandah, which initially consisted of two bays and was likely accessed at either end.

³¹ 'Baby Health Centre at Ormond', Argus, 18 March 1930, p14

^{32 &#}x27;Caulfield Health Centre: Third Erected by Council', *Herald* 25 June 1930, p13

^{&#}x27;New Sports Pavilion at Caulfield', Herald, 24 April 1929, p12; and 'News in Brief', Herald, 21 June 1935, p5

^{&#}x27;Caulfield Health Centre: Third Erected by Council', *Herald* 25 June 1930, p13

Woman's Interests – Ormond Baby Health Centre', Age, 4 August 1930, p11

New Baby Health Centre at Ormond', *Prahran Telegraph*, 9 August 1930, p3



An early undated photograph of the building displaying its original configuration. (Source: courtesy of the Glen Eira Historical Society)



1930s photograph of the Ormond Baby Health Care Centre's roof and gablet, indicated by the red arrow. The Ormond Road reserve is evident in front. (Source: *Oakleigh Road Reserve*, SLV, H90.160/741 – NB entry incorrectly notes circa 1914)

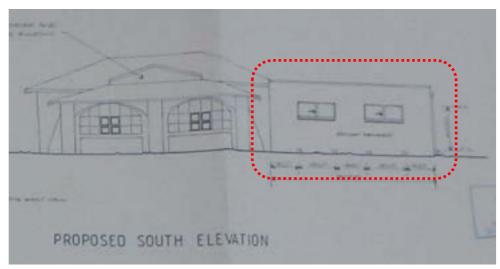
A 1956 aerial photograph, which follows, depicts the centre located within landscaped grounds with curved walking paths providing pedestrian access from Grange and Oakleigh roads in their original alignment.



1956 aerial photograph with the centre indicated by the red arrow. (Source: Melbourne Outer Suburbs Project, Proj. No. 250, Run 15, Frame 73, Landata)

In the post-WWII period, the 'baby boom' necessitated additional baby health care centres for the district. Supplementing the three constructed over the interwar years (Caulfield, Carnegie, and Ormond), another centre was opened in a Council-owned house at 89 Murrumbeena Road, Murrumbeena, in 1952 (since demolished) and another purpose-built centre in 1962 at 55 Orrong Road, Elsternwick (extant).37

The Baby Health Care Centre operated continuously until 1983 when the Council drew plans to adapt the building into a preschool. 38 The works, which mostly consisted of a skillion-roofed addition to the east, were approved by the Board of Health later that year and completed by 1984.39 Subsequently, the form of the additions was modified so as to integrate with the original section. As such, the hipped tiled roof and verandah have been extended to the east in the style of the original part. The Ormond Community Kindergarten, a non-for-profit community kinder, have utilised the building since.



1983-84 additions are indicated by dashed red. (Source: VPRS 7882, P1, Unit 2421, PROV)

³⁷ Dr Geuleah Solomon, Caulfield's Heritage: Caulfield's Recent Municipal Heritage, vol. 4C, City of Caulfield, p115

³⁸ Review of Sands and MacDougall's Directory editions, 1932 - 1975

³⁹ PROV, VPRS 7882, P1, Unit 2421

Infant Welfare Movement

From the late 19th century, the issues of high infant mortality and falling birth rates surfaced as a pressing public issue in Australia – one that, in the wake of Federation, was tied to the nation's health. During WWI, as the massive loss of life became inescapable, the approach of Doctor (later Sir) Truby King, the acclaimed New Zealand mother/baby care expert, became enthusiastically adopted by Australian reformers, many of whom were middle-class female volunteers and veterans of the earlier free kindergarten movement.⁴⁰

King's call for 'regular breastfeeding, scrupulous sterilisation, regular weighing and measuring' – a 'kind of military discipline to the nurture of tiny babies' – swiftly transpired into a widely supported societal aim.⁴¹ In the closing years of WWI, the Englishborn and trained Doctor 'Isie' Ross (recently arrived in Melbourne) became the 'catalyst' in its implementation, founding the first baby clinics in Victoria at Richmond in June 1917.⁴² The next year, she was also instrumental in forming the Victorian Baby Health Centres Association (VBHCA). Centres set up by the VBHCA volunteers were free, operated on an open system of appointments, were staffed with specialist nurses/'sisters' (newly trained in the 'science of child-rearing') and set up in working and middle-class suburbs alike. These centres received an annual subsidiary from the state government, which local councils matched.⁴³

As a result of the 1925 Royal Commission into the welfare of women and children in Victoria – overseen by two eminent female doctors, Vera Scantlebury and Henrietta Main – an Infant Welfare Section within the Department of Public Health (VIC) was created. Under the directorship of Scantlebury, this section oversaw government infant welfare policy and, in partnership with municipal authorities, funded and monitored the VBHCA-run baby health care (also called infant welfare) centres.⁴⁴

By 1927, 149 centres had opened, caring for 37,000 babies annually. Infant mortality fell from over 30 to roughly 24 deaths per 1000 live births. 45 Other interwar reforms also played a role in these numbers, such as purification of milk supplies, the betterment of basic hygiene understanding, and general improvement of housing, sanitation, and obstetrical practice. Many baby health care centres continued to operate into the late 1990s, only declining in prominence once privatisation schemes were introduced. 46

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 8.0 Building Community Life (8.3 Providing health and welfare services)

Comparative Analysis

There is no ready comparison to the *Baby Health Care Centre* in terms of building typology as it is the only interwar period baby health centre surviving in Glen Eira as the other interwar examples – at Caulfield and Carnegie (both adapted residences) – have been demolished.

There is a dedicated postwar example at 55 Orrong Road, Elsternwick, though also now a kindergarten. It is largely obscured from the public realm but has a gabled form and cream brick walls, indicative of its construction in the 1960s. There was another postwar centre in Murrumbeena, also a converted house and now demolished.

There are no other known interwar period civic or healthcare-related buildings in the municipality that display a similar domestic/Arts & Crafts aesthetic to the *Baby Health Care Centre*.

Two earlier Arts & Crafts style public buildings in the municipality are different externally as their walls are at least half red brick:

⁴⁰ Philippa Mein Smith, Mothers and King Baby: Infant Survival and Welfare in an Imperial World: Australia 1880-1950, Macmillan, 1997, chapter 1

Graeme Davison, City dreamers: the urban imagination in Australia, NewSouth Publishing, 2016, p138

Kerreen M. Reiger, 'Ross, Isabella Henrietta Younger (Isie) (1887-1956), *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, 1988, available online

Shurlee Swain, 'Infant Welfare', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

⁴⁴ Maternal and Child Health Services (Infant Welfare), Research Data Australia, available online

Davison, City dreamers: the urban imagination in Australia, p138

⁴⁶ Swain, 'Infant Welfare'

- Carnegie Primary School, 27-63 Truganini Road, Carnegie (HO67). The front wing dates to 1909 and only the upper half of the walls are finished in roughcast render. The roof has been reclad in corrugated sheet metal. Notable features include the wrought iron gutter brackets and cast cement decoration.
- A former church at 254 Neerim Road, Carnegie at the corner of Toolambool Road (HO47). It dates to 1914 at the end of the Federation period and only the upper part of the walls are finished in roughcast render. Other elements of note are the canted buttresses and the tower with a fleche.

Two other earlier churches also incorporate some Arts & Crafts detailing but are largely indicative of the Gothic Revival style. Their external materiality is largely red brick with some limited use of render to the openings:

- St. John's Presbyterian church complex, 563-567 Glenhuntly Road, Elsternwick (HO110). Completed by noted architects H.W. and F.B. Tompkins in 1915.
- St Stephens Church, 158 Balaclava Road, Caulfield North (HO8). Designed by Haddon & Henderson, 1926.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 28, dated 1990:

N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls Yes (walls of roughcast and smooth sections of render)

Internal Alteration Controls Tree Controls No Yes Solar energy systems controls Outbuildings and/or Fences No Prohibited uses permitted No Aboriginal heritage place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of Glen Eira Planning Scheme to the extent of the whole property of 1A Oakleigh Road, Glen Huntly, as defined by the title boundary.



Recommended extent of heritage overlay. (Source: Nearmap, February 2020)

GLEN HUNTLY CLERKS' HOMES ESTATE PAIR

Address 35 and 36 Royal Avenue, Glen Huntly

Significance Local

Construction Dates circa 1910

Period Federation

Date Inspected Late 2019, July 2022



36 Royal Avenue

Statement of Significance

What is Significant?

The *Glen Huntly Clerks' Homes Estate Pair* at 35 and 36 Royal Avenue, Glen Huntly, is significant. These two villas, constructed circa 1910, are the most intact remaining examples of a once considerable residential development known as the Glen Huntly Estate. It had been subdivided in 1907 by the Lands Purchase and Management Board under the *Closer Settlement Act 1904*, which provided conditional purchase leases for successful applicants and financial assistance in constructing a 'respectable' timber dwelling. While the estate consolidated between 1907 and 1914 as the locality's first intensely developed suburban locale, its housing stock underwent enormous change over the late 20th century, with the majority of the original dwellings demolished. Only a small number of original Clerks' Homes survive.

Significant elements are the original building envelopes of the *Glen Huntly Clerks' Home Estate Pair*, including hipped (no. 35) and gambrel/hipped (no. 36) roofs, brick/rendered chimneys, half-timbered/rendered sheeting to gable ends, walls of ashlar boarding, return verandahs, decorative timberwork, bay and porthole windows, and leadlighting/stained glazing at no. 36.

The Norfolk Island Pine (*Araucaria heterophylla*) at no. 35 and the pair of Canary Island Date Palms (*Phoenix canariensis*) at no. 36 are significant plantings.

Non-original elements, including rear and side additions, fencing carports and outbuildings, are not significant.

How is it Significant?

The Glen Huntly Clerks' Homes Estate Pair is of historical and representative significance to the City of Glen Eira.

Why is it Significant?

The *Glen Huntly Clerks' Homes Estate Pair* represents the last generally intact built examples from a sizable government-administrated urban closer settlement scheme in which over a hundred architect-designed timber villas were erected at Glen Huntly between 1907 and 1914. The Lands Purchase and Management Board oversaw several similar developments during the Federation period, although the majority were directed at the working classes and located in northern and western Melbourne. At the Glen Huntly Estate, this progressive state initiative was explicitly focused on members of the aspirational middle classes – clerks or the like. Generous loans and advances for the erection of a single-family residence of some architectural finesse on a large allotment. While aspects of the broader scheme were eventually criticised, and the original residents in Glen Huntly had to campaign for better conditions periodically, this particular estate appears to have been successful overall. As a 'model suburb', its presence was popularly attributed to driving broader residential and commercial growth in the area from the late Federation years. (Criterion A)

The *Glen Huntly Clerks' Homes Estate Pair* are well-detailed, substantial timber examples of the Queen Anne style. The two villas are evocative of the idiom's hallmarks, with picturesque compositions and an array of fine decorative accents, including ornate ashlar boarding and, at no. 36, notable leadlighting/stained glass. Both feature prominent front garden trees that reinforce their period character. The harmonious relationship of the villas allows for some capacity to visualise the Glen Huntly Estate, which would have been characterised by an array of complementary but distinctive Federation-period timber residences. (Criterion D)

Description

The *Glen Huntly Clerks' Homes Estate Pair* comprises two Queen Anne-style timber villas built around 1910. Originally, over a hundred similarly scaled and detailed timber residences characterised the 1907 Glen Huntly Estate subdivision, which was bounded by Glenhuntly Road (north), Oakleigh Road (south), Royal Avenue (west), and Grange Road (east). Within this formerly cohesive Federation period-built environment, a score or so of masonry houses were built during the interwar years, often at subdivided corner allotments. The Federation period residential stock has been near wholly replaced since the late 20th century by high density villa and townhouse development.

The only remaining original Clerks' Homes to survive are situated along Royal Avenue, all at corner allotments in garden settings, although the original allotments have been subdivided.¹

Nos 35 and 36, which constitute the *Glen Huntly Clerks' Homes Estate Pair*, are located opposite each other across Park Avenue. These two residences are relatively substantial timber-framed Queen Anne-style villas, with a hipped roof at no. 35 and a principal gambrel/hipped at no. 36. Both include a pair of gabled corner wings with a verandah extending between. The existing corrugated metal sheeting to the roof is replacement fabric, but this material appears to have originally been utilised. Walls are of ashlar boarding (imitative of prestige stonework).

The front garden of no. 35 includes an impressive Norfolk Island Pine (*Araucaria heterophylla*) and smaller Canary Island Date Palm (*Phoenix canariensis*). There are also a pair of Canary Island Date Palms in the front garden of no. 36.

The timber picket fences at nos 35 and 36 are non-original but broadly sympathetic. Basalt pitchers to kerbing and channelling in the vicinity of the group members are original.

The following table notes key details for the Glen Huntly Clerks' Home Estate Pair.

Two examples of the Clerks' Homes – 18 and 41 Royal Avenue – remain but have been excluded from the listing due to their extensive alteration or the inclusion of an unsympathetic rear addition, respectively. Another, no. 24, has recently been demolished (April 2022).

Image





Key elements

35 Royal Avenue

Pair of red brick chimneys with unpainted rendered base, moulding and cap, and terracotta pot/s.

Battened and roughcast sheeting to projecting gable ends. Shaped bargeboards. Timber-lined soffit.

Bracketed and panelled cornice.

Diagonal emphasis – primary hipped roof integrated gablet with finial and corner square bay (sashes).

Verandah has turned timber posts, decorative frieze, and bullnosed roof profile.

Square bays (sashes) to gabled wings with toplights. Formal entrance with likely original multipanelled door, sidelights, transom, and decorative glass.

Porthole window.

Rear and side (south elevation) additions.

36 Royal Avenue

Pair of tall overpainted brick chimneys with distinctive moulded/rendered cap and terracotta pots.

Primary gambrel/hipped roof – exposed rafter ends and timber-lined soffit.

Gable ends, half-timbered sheeting interspersed with cut-out roughcast panels.

Bullnose verandah with ladder fretwork (tulip motif) and turned timber posts.

Large faceted bays with hipped roofs and tall sashes featuring coloured glazing to the upper pane (orange/green chequerboard pattern).

Porthole window.

Original door with sidelights (leadlighting).

Side and rear additions.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions* 74 & 90, *Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of the area began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

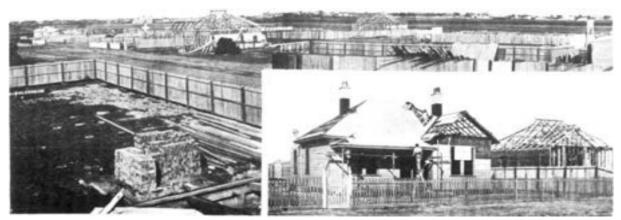
Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹¹ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹²

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies.¹³ The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).¹⁴ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services.¹⁵ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand.¹⁶

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels).¹⁷ By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population.¹⁸ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹² 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', Caulfield Historical Newsletter, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', *Herald*, 2 October 1913, p4; 'Growth of Glen Huntly', *Herald*, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', *Argus*, 4 September 1939, p6

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The Glen Huntly Clerks' Homes Estate derives from Crown Allotments 68, 69, and 70 of the Parish of Prahran, East of Elsternwick – acquired respectively by Stookes, Paul Davis (later a Mayor of Melbourne), and Bakewell & Mickle (a land and pastoral partnership), in 1853.¹⁹ The *Glen Huntly Clerks' Homes Estate Pair* are located on Crown Allotment 6. The area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' and 'bracken' into the early 1900s.²⁰



Early parish plan of the Caulfield district, with Crown Allotments 68, 69, 70 shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

Over 1906 and 1907, the Lands Purchase and Management Board (often referred to as the Closer Settlement Board) acquired the vast majority of these Crown Allotments for the innovative purpose of establishing a closer urban settlement scheme earmarked for 'clerks'.²¹

The Victorian Government, led by the premier Thomas Bent, had passed the *Closer Settlement Act* 1904 (a revision of the *Settlement of Lands Act* 1893) two years prior. The key objective of the Act – the promotion of the longstanding populist goal of land redistribution and closer settlement – encouraged the settling of farmers on small-scale holdings across Victoria on conditional purchase leases. The Act also encouraged closer settlement activities for suburban Melbourne. Underlying this aspect of the legislation was a powerful belief in the socially beneficial effects of homeownership. There was also the reality of a multitude of underdeveloped 'Land Boom' estates that had failed in the 1890s economic depression interspersed throughout suburban land that attracted government attention, particularly as the inner core of Melbourne became increasingly crowded and, in some areas, dilapidated.

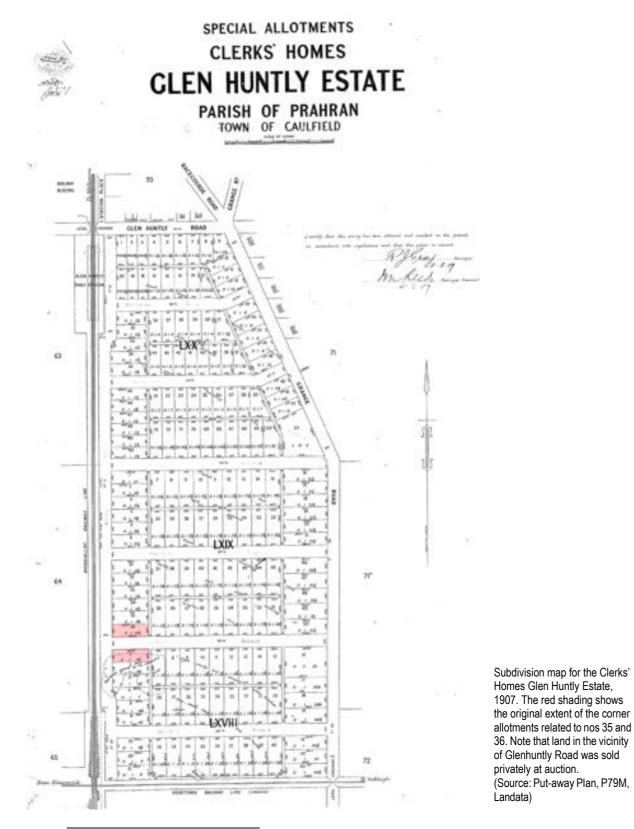
Several urban closer settlement developments, administered by the Board, were ultimately commenced between 1904 and 1911. Most were in north-western Melbourne, particularly the Brunswick area, and intended for working-class applicants. The residences that resulted were typically cottages. Only three of the closer urban settlements were proposed in Melbourne's more

John Mickle and John Bakewell, often in partnership with prominent grazier, William Lyall, as Mickle, Bakewell & Lyall (dissolved 1850)

Special Allotments Clerks' Homes Glen Huntly Estate, Landata, Put-away plan, P79M

Put-away Plan, P79M, Landata

affluent southeast region at Glen Huntly, Mordialloc (460 acres/186ha, 1907), and Tooronga (101 acres/40ha, 1911).²² These developments were promoted for lower-middle-class applicants – clerks, skilled artisans and the like.



John Whelen, 'Closer Settlement', eMebourne, The University of Melbourne, July 2008, available online

An applicant or lessee under the *Closer Settlement Act 1904* had to meet several eligibility requirements and agree to strict occupancy, building and payment terms, in return receiving a conditional purchase lease with a generous lifespan and a pound by pound advance (up to £250) for 'improvements', including the construction of a dwelling.²³ These varied somewhat between the various closer settlement development. For instance, the stipulated £300 minimum cost of a 'Clerks' Home' at the Glen Huntly Estate far exceeded that of other 'workingmen' residences applied for under the Act. A reflection of the Government ambition for a 'better class of residence' and the creation of a 'model suburb' at Glen Huntly.²⁴

The northern half of the estate was open for application in February 1907, with the remainder withheld:

The large allotments and the increased amount of money advanced to assist lessees in erecting commodious and comfortable residences should enable this area to become a model town ... A site has been reserved for a public hall close to the station, another for a State school, and a third for a children's playground. Every allotment may be easily drained, the soil is of good quality, and will respond freely to cultivation, whether for fruit, vegetable or flowers.²⁵

Soon after, a committee representing the Institute of Architects and the Victorian Public Works Department met with the Minister of Lands to approve conditions for the 'guidance of architects who intended to compete for providing designs for dwellings at Glenhuntly.' Private architects were invited to submit plans for dwellings costing £300 to £550, including outbuildings, with those selected by the Government paid 2 ½ per cent of the estimated construction costs. The 'blockholders' were obligated to employ an architect to design and supervise the build, either one responsible for a nominated plan or that of their own. All designs and specifications had also to be approved by the Board's own architect (Albert Liddy). These conditions were later subject to some criticism by the home occupants.

The individual architects and contractors utilised could likely be determined through research in the Lands Purchases and Management Board records.²⁸

The Glen Huntly scheme in its formative state also raised the ire of various 'anti-Socialists' forces and speculative builders in the Caulfield and Malvern area, who viewed it as an overreach by the state and an act of 'socialism'.²⁹ On the labour side of politics, issue was raised with why the government was utilising the Act to assist 'clerks', instead of labouring families.

In May 1907, it was reported that the 'selectors are working together' at the Glen Huntly Estate, with gas supply to the allotments having been laid and the planting of street trees commenced.³⁰ The water supply (organised by the MMBW) and metalling of the new streets by City of Caulfield (paid for by the Board) had largely finished by June.³¹ Nevertheless, despite the Board's promises, severe drainage issues were experienced across the estate, taking years to rectify. The Glen Huntly Lessees' Association were active campaigners for achieving improvements on the estate and a more sympathetic application of the Act.³²

By mid-1908, over 50 houses had been erected at the estate 'in close contiguity'.³³ The entirety of the Glen Huntly Estate had been made available for application by early 1910.³⁴ All of the allotments accommodated a large-scale timber dwelling in a garden setting by 1914, as illustrated in the MMBW plans reproduced below. Construction dates and first listed occupants of the residences that comprise the *Glen Huntly Clerks' Homes Estate Pair* follow:

For terms and conditions related to the Glen Huntly Estate see 'Closer Settlement Act 1904. Subdivision of the Glen Huntly Estate', Age, 25 February 1907, p10

²⁴ 'A Workman's Home', *Herald*, 9 February 1909, p3

For terms and conditions related to the Glen Huntly Estate see 'Closer Settlement Act 1904. Subdivision of the Glen Huntly Estate', Age, 25 February 1907, p10

²⁶ 'Clerks' Homes. Successful Applicants', *Argus*, 23 March 1907, p21; 'Closer Settlement. Glenhuntly Clerks Homes', *Argus*, 27 March 1907, p9; and 'Homes for Clerks: Designs For the Houses', *Age*, 15 October 1906, p8

For example, see 'A Building Contract: Glenhuntly Closer Settlement. Allegations of Fraud', *Weekly Times*, 20 February 1909, p32 PROV, VA 2266

²⁹ 'Homes for Clerks. Mr. Bent's "Safe" Socialism', Age, 24 October 1906, p7

³⁰ 'Closer Settlement. Glenhuntly Estate', Argus, 22 May 1907, p5

³¹ 'Glenhuntly Estate', *Argus*, 12 June 1907, p4

For example, see 'Glen Huntly Settlers Active', *Age*, 21 May 1907, p11; and 'Glen Huntly Clerks' Homes', *Age*, 20 December 1912,

³³ Discomfort at Glen Huntly', Age, 24 June 1908, p8

³⁴ 'News of the Day', *Age*, 30 April 1910, p10

- No. 35 William W Aiton, railway signalman, house constructed in circa 1910, and
- No. 36 Charles E. Apthorpe, agent, house built in circa 1910.35

The administration of the closer settlement schemes, both rural and urban, was arraigned by a royal commission in 1915 and phased out in the late 1930s in favour of the Housing Commission of Victoria. Nonetheless, the 'numerous pretty villas with splendidly developed gardens' that formed the Glen Huntly Estate were viewed by many contemporaries as a principal factor in the formation of Glen Huntly as a suburb by the close of the Federation period.³⁶

During its formative stage, the urban estates were held up as successful government-led enterprises, with a photograph of a 'Type of Clerk's Home' (likely at Glen Huntly) even gracing souvenir postcards issued to commemorate the visit to Melbourne (then the federal capital) of the American 'Great White Fleet' in 1908:

The established and flourishing condition of the Government Clerks' Homes settlement has given the district a social aspect which is attractive to many. There is a strong community of interest in a suburb where so many home buyers have been gathered together.³⁷

In 1928, the broader effect of the Glen Huntly Estate was remarked upon by Glenhuntly stationmaster, S. M. Southorn, in an interview reflecting on the marked growth of the suburb:

"Good class of home in the neighbourhood," he says.

"Tommy Bent, you know, had land sub-divided close by the station for his Clerks' Home scheme. Simply [sic] yet well-built homes they all were. Plenty of land with them. The same high standard has been maintained in subsequent buildings in the locality.³⁸



Photograph of a Queen Anne-style weatherboard villa; the preferred home type for 'clerks'. Estate not identified, but likely to have been the Glen Huntly Estate.

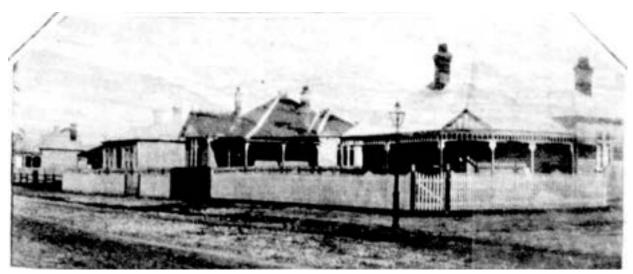
(Source: Scheme of State Settlement, Victoria, 1908, Australian National Maritime Museum, object no. 00040655)

Information extracted from the Sands & Mcdougall's Melbourne, Suburban, and Country Directory and digitised copies of the Caulfield City ratebook, available via ancestry.com.au

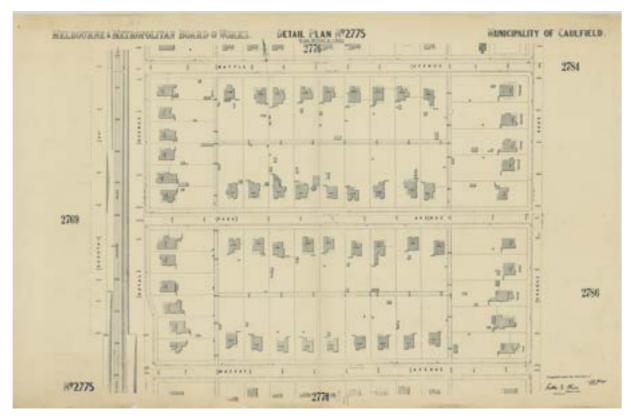
³⁶ 'Subdivisional Sale. Glenhuntly', *Herald*, 30 September 1915, p10

³⁷ 'Glenhuntly', *Herald*, 2 October 1913, p4

³⁸ 'Railways Magazine', *Morwell Advertiser*, 20 January 1928, p5



'Typical Houses on the Glenhuntly Estate' – none photographed appear to be the remaining residences. Note individualised composition but shared Queen Anne-style features and underlying Arts & Crafts influences. (Source: 'Progress of the Closer Settlement', *Australasian*, 5 September 1908, p39)



MMBW detail plan 2775, Caulfield, dated 1914 - the original extent of 35 and 36 Royal Avenue are shaded red. (Source: SLV)

From the late 1920s, it appears that many of the lessees had attained freehold title. Over the late interwar and postwar periods, many of those who owned corner allotments – including the *Glen Huntly Clerks' Homes Estate Pair* – subdivided their rear yards, facilitating the construction of brick/rendered residences.³⁹

The circa 1931 aerial photograph shows 35 Royal Avenue, with no. 36 out of frame right. Note the large rear yards. Front fences appear to be timber pickets with corner-orientated gates.

^{&#}x27;Two Houses On One Block', Age, 6 December 1927, p13



Extract from a circa 1931 oblique aerial photograph of the Glen Huntly area, facing south-east, showing the developed Glen Huntly Estate development. The villa at 35 Royal Avenue is identified by red arrows. (Source: Charles D Pratt, Large town, showing residential area and parks, SLV, http://handle.slv.vic.gov.au/10381/20485)

In the late 20th century, the Glen Huntly Estate was comprehensively redeveloped with townhouses and units.



1963 aerial photograph of the Glen Huntly Estate with north right of frame. Note the appearance of some units along Waratah, Garden, and Wattle Avenue. This shift in building form and type had largely taken place by the early 1980s. (Source: Melbourne 1963 Project, Run 18, Frame 155, Landata)

Thematic Context/Comparative Analysis

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.3 Shaping the suburbs)

Comparative Analysis

The *Clerks' Home Estate Pair* are good, substantial examples of Federation period timber housing in the Queen Anne style. In Melbourne, this idiom signalled a radical departure from the 'Boom Time' excesses of the late Victorian era. The 'Free' and eclectic red-brick or timber 'villas' that emerged abandoned academic imitation or formalism, instead emphasising irregularity in planning/massing and reducing applied (or non-functional) ornamentation. Underlying its expression was a profound embracement of the Arts & Crafts Movement – the Ruskinian vision that materials should be employed with regard to their nature and the valorisation of skilled labour. At the time, it was widely conceived as the articulation of a new British-Australian national character commensurate with the recent act of federation.⁴⁰

Until the second half of the 20th century, there was a plethora of similarly designed and sized houses across the Glen Huntly Estate all built between 1907 and 1914. However, intact examples are now extremely rare due to its near-wholesale redevelopment.

More broadly, Queen Anne timber dwellings are believed to have been common across the municipality, particularly the railway corridors – indicative of renewed suburban growth during the Federation years. Typically, the idiom was applied to smaller, weatherboard-clad 'cottages', a different type to the *Clerks' Home Estate Pair*, which are more architecturally distinguished and often larger. This Federation timber layer appears to have undergone relatively intense attrition in the Glen Huntly area in more recent times.

The *Clerks' Home Estate Pair* are relatively unusual in the context of Glen Huntly as architect-designed, Queen Anne-style timber dwellings with more varied and proportionally large roof forms and a higher level of embellishment, including return verandahs, ashlar boarding, decorative timberwork, multiple bays, porthole windows, and in no. 36's case, surviving leadlighting and stained glass. While there are similar places located elsewhere in the municipality, the significance of this pair is augmented by being the best remaining instances of the closer settlement scheme in Glen Eira. The latter was integral in forming the suburb and an illustration of a progressive government social experiment in housing development.

Comparable heritage places include:

- Peradeniya, 24 Elliott Avenue, Carnegie (HO172). A fine and large weatherboard example of the Queen Anne design mode in the municipality, built 1913-14. Similar to the Clerks Homes Estate Pair, albeit with casement windows.
- Myatt, 2 Mayfield Grove, Caulfield North (part of HO14, Caulfield North Estate and Environs). A good, early Federation
 weatherboard villa (1902). It is notable for its combination of horizontal and vertical timber linings, bracing, roughcast
 cornice, ornamentation and pair of elaborate face brick chimneys. Same ilk of the Clerks Homes Estate Pair with a less
 complex roofscape.
- Carnegie Residential Precinct (HO178). An expansive residential precinct that contains an array of Queen Anne-style
 weatherboard dwellings, predominantly cottages but with some more scattered substantial examples. While timber
 dwellings equivalent in type to the Glen Huntly Clerks' Homes Estate Pair are identifiable, this precinct's historical
 background essentially that of a 'green field' speculative development and its location to the eastern part of the
 municipality is differentiating. Further, much of the equivalent houses have more basic forms and façades (one gable,
 offset verandah).
- Bailey Avenue and Myrtle Street environs, East St Kilda (HO68). A small precinct on the north side of Glen Eira Road with
 original building stock dating mainly from the 1910s and 1920s. Generally modest scale housing in either red brick or
 weatherboard. Unusually some of the Queen Anne-style houses have symmetrical façade configurations at a time when
 asymmetry was the norm.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

- 36 Royal Avenue E grade (of local interest)
- No. 35 N grade (not significant)

Conrad Hamann, 'Against the mainstream: the inclusive tendency in Victoria's architecture, 1890-1984', in Alan G L Shaw, ed, *Victoria's Heritage*, 1986, chapter 8

Heritage Overlay Schedule Controls

External Paint Controls Internal Alteration Controls No

Tree Controls Yes (Norfolk Island Pine at no. 35 and pair of Canary Island Date Palms at no. 36)

Solar energy systems controls Outbuildings and/or Fences Prohibited uses permitted No Aboriginal heritage place No

Extent of Heritage Overlay

Recommended for inclusion in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the whole property of 35 and 36 Royal Avenue, Glen Huntly, as defined by the title boundaries.



Recommended extent of heritage overlay. (Source: Nearmap, May 2022)

NEERIM AND BOORAN ROADS PRECINCT

Address 51-67 (odds only) Neerim Road, Caulfield; 77-85 (odds only) Neerim Road and 78-82 (evens

only) Booran Road, Glen Huntly

Significance Local

Construction Dates 1921-37

Period Interwar

Date Inspected Late 2019



79 (right) and 81 (left) and Neerim Road

Statement of Significance

What is Significant?

The *Neerim and Booran Roads Precinct* is significant. It developed in stages over the interwar period as earlier landed estates in the area underwent subdivision.

The significant components are generally intact single-storey and attic-storey houses that date from the interwar years, which are identified as contributory, including the following elements:

- Consistent setbacks and general garden settings,
- Intact roof forms (gabled or hipped), cladding (un/glazed terracotta and concrete tiles), and exposed rafter ends,
- Chimneys, usually in square cross-section, either red brick or rendered, with limited articulation,
- Various finishes to gable ends (shingling, half-timbering effect, often including a ventilator),
- Intact walls of red brick or render (usually roughcast, some with buttressing), with one exception in limestone (53 Neerim Road),
- Tuckpointing,
- Clinker brick detailing, including plinths, bands, voussoirs, and corbelling in contrasting cream brick,

- Front porches and associated ornamentation, including arches, tapered or square columns, and balustrades,
- Timber-framed, generally double-hung sashes (bays, boxed-frame), and picture windows,
- Differentiation of upper sashes, usually with decorative glass (including leadlighting and stained glass with a geometric design), glazing bars, or multi-paned,
- Original doors, single or double-leafed, with glazing,
- Low original masonry front fences (55, 61, 63, 67, 77, 79, 81, and 83 Neerim Road + 78 and 82 Booran Road), and
- Original garages (79 and 81 Neerim Road + 78, 80, and 82 Booran Road)

Additions and non-original elements are not significant.

Contributory places:

Neerim Road: 51, 53, 55, 57, 59, 61, 63, 65, 67, 77, 79, 81, 83, 85

Booran Road: 78, 80, 82

Non-Contributory places:

Neerim Road: 57

How is it Significant?

The Neerim and Booran Roads Precinct is of local historical, aesthetic, and representative significance to the City of Glen Eira.

Why is it Significant?

The *Neerim and Booran Roads Precinct* is of historical significance for its capacity to illustrate a key pattern in the municipality's interwar period development; the break-up of late 19th century landed estates to cater for suburban expansion. The continued physical/visual relationship to the precinct of the mansion *Heatherbrae* (HO46) – with the majority of the contributory dwellings located on its former grounds – throws this underlying mechanism of the locality's built evolution into sharp relief. The relative scale, brick materiality, and well-resolved designs of the housing stock also speak to the 1920s and 1930s preference for an individualised, single-family residence that forms part of an ordered, attractive streetscape. The house at 78 Booran Road is also of historical note as the first speculative construction project undertaken by Albert V. Jennings, later a nationally prominent construction leader. (Criterion A)

The *Neerim and Booran Roads Precinct* is of representative significance as a generally intact and distinctive group of interwar period bungalows and houses. The dwellings are relatively large in scale and varied in presentation, illustrating popular design modes of the 1920s and 1930s, including the Californian or Arts & Crafts-influenced bungalows as well as the Old English, Georgian Revival, and more restrained/eclectic idioms. While indicative of the period, these styles, as expressed in the precinct, are elevated above the typical by their broad frontages and the employment of fine architectural elements, such as wide-arched porches, corner window bays, shingling, decorative brickwork and textured render. The Arts & Crafts bungalows at 77, 79 and 81 Neerim Road are good, well-detailed examples of their type. The streetscape is also enriched by the retention of numerous original low masonry fences, which generally complement their dwelling. (Criterion D)

Within the *Neerim and Booran Roads Precinct*, the commodious attic-storey house at 53 Neerim Road, built in 1924 and formerly known as *Pine View*, is of aesthetic significance. It is a notable, highly intact design that reflects the influence of the North American Prairie style – a progressive idiom rarely seen in interwar Melbourne. *Pine View's* prominent incorporation of Mount Gambier limestone and shingling is also distinguishing. (Criterion E)

Description

Eighteen freestanding and mostly single-storey suburban residences – all contributory – are contained by the *Neerim and Booran Roads Precinct*. These houses address the south side of the former and east of the latter. *Heatherbrae* (73 Neerim Road, HO46), a locally important late 19th-century mansion set within spacious and landscaped grounds at the corner of Neerim and Booran roads, is the only major interruption to the precinct's run of houses.

The precinct generally has level topography and retains its early 20th-century subdivision pattern of rectangular allotments. All houses are situated at a similar setback, which provides for a garden (lawn, low shrubs, some trees, garden paths) and a front fence. Original fences are typified by a low height, red or clinker brick construction, and the employment of render (usually

correspondent with the dwelling's materiality). Driveways situated to the side of the houses are common, although vehicular access is facilitated by the side street at corner properties, as traditional. A few detached and rear-located interwar garages survive (see Schedule below).

Public domain elements include concrete footpaths, kerbing and channelling – some of which derive from the interwar period (demarcated by coarser aggregate) – and various indigenous/native street trees.

The precinct's housing stock is constructed of red or clinker brick. Render finishes, either smooth, roughcast, or in combinations, are common. Roofs are mainly gabled (street-facing, transverse, or combination), with a few hipped examples, and are clad in terracotta (glazed or unglazed) or concrete tiles (some original). Most retain their chimneys, either red brick or rendered, usually with a square cross-section and some limited detailing such as a geometric motif or an upper course of contrasting clinker brick.

Fenestration, at least to façades, is largely unaltered throughout the precinct. Timber-framed double-hung sashes, some boxed and arranged in window banks, are ubiquitous. Small square windows are also recurrent. Leadlighting is also prevalent, ranging from restrained geometric patterns, diamond/quarrels and lozenges to more intricate designs with coloured/textured glass. Such decoration is usually limited to upper sashes. Alternately windows at the 1930s dwellings might have multipaned or timber-glazing bars. Some original doors are evident, either single or double-leafed with glazing.

The built character of the precinct is defined by a range of popular 1920s and 1930s domestic styles. For the most part, these houses are relatively large in scale, with mostly asymmetrical compositions and square or rectilinear footprints. Despite the similarity of form, their individuality is pronounced, an outcome that stems from the interest of the original clients and designer/contract builders to draw motifs from one or more period sources for concentrated, often diverse, application to façades. Three broad design approaches are identifiable in the *Neerim and Booran Roads Precinct*: bungalows, revival styles, and eclectic. The house at 53 Neerim Road (*Pine View*) is more singular and reflects the North American Prairie design mode.

Bungalows

Most of the residences in the precinct are 1920s bungalows. In the wake of the First World War, bungalows advanced rapidly in popularity across Australia. The bungalow mode – a fusion of Pacific coast American housing imagery, British vernacular trends, including the Arts & Crafts ethos, and well-established Australian design approaches – was actively promoted by lending institutions and building magazines. By the late 1910s, the bungalow was widely considered as the epitome of middle-class housing; their desirability bolstered by a perceived informal ruggedness, scope for individual variation, and connections to the suburban ideal. The precinct mainly contains two varieties: Californian style and Arts & Crafts-influenced bungalows.

The Californian bungalow type is characterised by a primary transverse gable roof, intersecting gabled porch and predominantly red-brick palette. 'Heavy' porches were focal points, embellished with wholly or partly rendered columns, either tapered or squared. Gable ends often feature shingling.







77 Neerim Road – red brick Arts and Crafts-influenced bungalow.

Graeme Butler, *The Californian Bungalow in Australia*, Lothian Book, 1992, chapter 2; and John Clare, *The post-Federation house in Melbourne: Bungalow and Vernacular Revival styles 1900-1930*, Research Report, Faculty of Architecture and Planning, University of Melbourne, October 1984, passim

Elements, such as steeper roof pitches, gabled ventilators (street-facing) and greater use of render, exemplify the Arts and Crafts bungalow style. Key elements include wide arches to the porch, decorative clinker brickwork to voussoirs and banding, and flat-roofed bay windows, either faceted or bow. Most bays are situated adjacent to the porch; however, some are positioned diagonally at the corner of the facade.

Revival

There are three examples in the precinct of interwar revival styles. The clinker brick houses at 65 and 67 Neerim Road illustrate the Tudor Revival idiom, which was especially popular during the 1930s in Melbourne. The rendered house at 51 Neerim Road evidences a Georgian Revival character, its nearly symmetrical façade defined by a hipped porch with classical columns and light buttressing.





67 and 65 Neerim Road - Tudor Revival.

51 Neerim Road – Georgian Revival style.

Eclectic

With a variety of styles in favour contemporaneously over the 1930s, some domestic designs became less stylistically 'pure', selecting instead to defy conventions and combine multiple precedents, an approach broadly definable as eclectic. This expression was commonly more austere in the late interwar period, although ornament was still utilised to enliven facades.

The Booran Road section of the precinct contains a pair of broad-fronted, rendered, and double-tiered hipped roofs houses. Albert V. Jennings and William Vines were responsible for the construction of no. 78. Its pared-down façade is indicative of the stringent economic conditions at the time of construction (1932). The example at no. 82 is more elaborate, bedecked in festoons and wide barley-twist columns with Corinthian order capitals in a manner hinting at the influence of the Spanish Mission style.







82 Booran Road - interwar eclecticism.

Pine View (53 Neerim Road)

The sizable attic-storey residence at 53 Neerim Road (at the corner of Clarke Avenue) is effectively in a class of its own within the precinct and municipality. It was described as architect designed; however, no individual or practice has been identified.

Pine View is constructed of rock-faced limestone, Mount Gambier quarried, in ashlar coursing with extensive wall-hung shingles. An extended dormer window, incorporating a broad limestone chimney, intersects the primary steeply-pitched transverse gabled

roof, with a hipped wing to the rear. A second stone chimney is present to the east elevation, along with a deeply recessed corner porch (decorative timber lattice) and square window bays (four). Collectively, this attic-storey house's material palette and scale bestow a relatively 'monumental' and 'natural' character. The horizontal emphasis, bold massing, and restrained ornamentation of the design are suggestive of the influence of the North American Prairie style, a decidedly progressive aesthetic for early 1920s Melbourne.





Pine View (no. 53) from Neerim Road (façade).

Pine View from Clarke Avenue (side elevation).

Schedule

The following table summarises key details of each contributory place in the *Neerim and Booran Roads Precinct*. The construction dates derive from the Caulfield rate books and/or the *Sands & McDougall's* directories.

Address	Date/name	Key Attributes
51 Neerim Rd	1926	Georgian Revival – lightly textured render, clinker brick plinth and diamond motif, and central smooth-rendered band. Hipped roof porch with fluted Tuscan columns, buttressing and glazed French doors. Concrete window hoods. Side picture window. Boxed windows. Geometric leadlighting. Non-original fence.
53 Neerim Rd	1924/Pine View	Refer to description above. Lower part of fence possibly original, metal palisading an addition.
55 Neerim Rd	1922	Arts & Crafts bungalow – face brick combined with rendered sections. Weatherboard gable-ends with brick brackets. Recessed/L-shaped porch. Picture window. Lozenge leadlighting. Original fence.
59 Neerim Rd	1922/Belmont	Californian bungalow – red brick, gabled porch (enclosed with glazing) with broad, tapered roughcast columns. Diamond quarrels.
61 Neerim Rd	1924	Californian bungalow – gabled porch (enclosed with glazing), square brick piers with caps, and white rendered band. Faceted bay with hipped roof clad in terracotta shingles. Gable end with band of niches. Diamond quarrel leadlighting. 'Crazystone' front fence – either original or postwar addition.
63 Neerim Rd	1921/Palmyra	Bungalow – initially single storey, though, legibility of original character remains with upper-level addition. Verandah has roughcast, slightly tapered piers and a tiled deck. Gablet with finial and half-timbering. Double glazed (textured glass) doors. Masonry fence is original. Later garage.
65 Neerim Rd	circa 1937	Tudor Revival style – series of high-pitch gable ends, some with half-timbering. Roof cladding is not original. Stepped chimney. Walls of clinker brick with some lighter tapestry brick trim. Recessed and corbelled porch. Set back two-storey addition and incorporated garage.
67 Neerim Rd	circa 1937	Tudor Revival style – prominent street-facing gable with corbelled eaves (picked out with cream tapestry bricks) and louvred, elongated gable vent. Recessed side porch. Modified front window. Original fence.

Address	Date/name	Key Attributes
77 Neerim Rd	1926/ <i>Wilma</i>	Arts & Crafts bungalow – red brick variant with high-pitched front gable (clinker brick banding) and original dormer (gabled) window. Recessed and arched porch with roughcast/tapered supports. Picture windows. Corner faceted bay, repeated to the side, both with flat roofs. Half-glazed double doors. Leadlighting with central diamond. Original fence.
79 Neerim Rd	1926/ <i>Malwin</i>	Arts & Crafts bungalow – rendered walls with red/clinker brick plinth and banding, including to the recessed porch's semicircular arch. Original concrete pantile tiles to roof. Corner faceted bay (prow) window with dividing buttress. Glazed double doors. Geometric leadlighting. Original fence and gabled/timber-framed rear garage (modified).
81 Neerim Rd	1926	Arts & Crafts bungalow – rendered walls, including buttressing, with red brick band and plinth. Bow window with flat roof. Recessed porch (infilled). Geometric leadlighting. Original fence and gabled/timber-framed rear garage (modified).
83 Neerim Rd	1927	Arts & Crafts bungalow – rendered walls with brick plinth. Broad arch to part recessed porch. Bow window, decorative glass. Small upper-level addition. Original fence and side garage.
85 Neerim Rd	1927	Arts & Crafts bungalow – obscured by dense foliage. Rendered walls with face brick plinth and diamond work. Bow window. Later addition garage.
78 Booran Rd	1932	Eclectic – pared-down character with shouldered arch to porch, classicised motifs (floral drops), cartouche to lintel. Urns flanking porch entry. Side picture window. Original fence and rear garage.
80 Booran Rd	circa 1928	Arts & Crafts bungalow – porch enclosed with infilled segmental arch. Gable ends are shingled. Square bay (curved glazing bar to central light). Side entry with square piers (rendered caps) that is obscured by a later carport, which replaced a porte-cochere. Geometric leadlighting. Original rear garage with stepped parapet. Dual wheel strip driveway. Fence recently replaced.
82 Booran Rd	circa 1930	Eclectic/Spanish Mission— wide barely-twist columns with Corinthian capitals, and an array of festoons and floral 'drops'. Distinctive fenestration, including side picture windows, most of which feature a horizontal, arched glazing bar and geometric leadlighting. Front door with elaborate sidelights (barely-twist column leadlighting) and fanlight. Original masonry fence and integrated garage (facing Alamar Avenue).

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: *Plan of building allotments in suburban portions* 74 & 90, *Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹¹ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The *Neerim and Booran Roads Precinct* formed part of multiple Crown Portions in the Parish of Prahran, East of Elsternwick – namely portions 79 (granted to J. McEwan), 81 (A. Wharton), 83 and 85 (John Payne, a noted local with an estate to the north on Kambrook Road). This area was described as heathland in early surveys. Both Neerim and Borooran roads were 'government roads', recorded by at least 1857.¹² The precinct, immediately south of Caulfield racecourse, was situated at the junction of the municipality's shifting suburban boundaries and, over the 20th century, was variously referred to as part of Caulfield, East Caulfield, Carnegie, and Glen Huntly.



Prahran Parish Plan superimposed over existing streets; the approximate extent of the precinct is shaded in red. (Source: PROV Map Warper, *Prahran Plan*, P3416-2)

Over 1875, John Charles Holland acquired Crown Portions 81 (January) and 82, 83, 84 and 85 (June). ¹³ A 'gentleman', land speculator and elected councillor for the Shire of Caulfield, the wealthy Holland organised for the construction of a substantial Italianate brick mansion at the corner of Neerim and Booran roads, named *Heatherbrae*, in circa 1876. He remained in residence until 1901. The nearby grounds, at least, were cultivated as a late Victorian period pleasure garden.

Between 1887 and 1889, Holland mortgaged his holding to the Caledonian and Australian Mortgage and Agency Co. Limited, an Edinburgh-based investment consortium.¹⁴ Whether by sale or default, this company ultimately acquired Crown Portions 81 to 84 in 1906 – some 13 acres (5 ha).¹⁵ The ongoing tenancy of *Heatherbrae* complicated the holding's breakup, which did not occur until in 1915.

Suburban Allotments in the Parish of Prahran at Caulfield, 1857, SLV

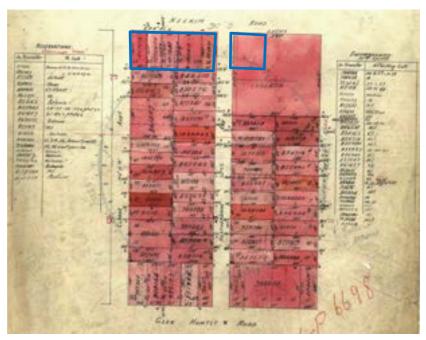
Certificate of Title, vol. 736, folio 144; and vol. 767, folio 310

Certificate of Title, vol. 736, folio 144; and vol. 767, folio 310

¹⁵ Certificate of Title, vol. 3182, folio 227; and 'An Australian Investment Company', Argus, 13 May 1887, p5

At this time, the five variously sized allotments to Neerim Road, between Clarke Avenue and Booran Road, which form the majority of the precinct as well as the reduced grounds of *Heatherbrae*, were offered under the banner of the 'Heatherbrae Estate':

This estate has long been the envy of homeseekers, but owing to long lease could not previously be offered in allotments. The lease has now expired, and the magnificent estate is offered to the public in allotments on the easiest possible terms, namely, 60 monthly payments. Interest only 5 per cent. The prices are marked low for immediate sales ... Note.—The magnificent mansion [now 73 Neerim Road/Heathbrae] of 20 rooms, on Lot 1, is also for sale, cheaply, and on liberal timers. The house is in perfect order, and has extensive stabling accommodation. ¹⁶



1915 subdivision of the Heatherbrae Estate. Land within the precinct is outlined in blue. (Source: Certificate of Title, vol. 3182, folio 227)

Sales across the Heatherbrae Estate were brisk. The five Neerim Road allotments were all purchased by individual buyers between 1919 and 1922.¹⁷ By 1925, all accommodated 5-roomed bungalows (nos. 55 to 63).¹⁸

Heatherbrae itself, including approximately 1.7 acres (0.7 ha) of surrounding garden, was procured by Beatrice A. Macgowan in 1923 – remaining in her family's possession until the late 20th century. 19 This family further truncated the property in 1935, effectively to its current extent. 20 Several houses appeared across its former grounds, including the pair of Tudor Revival style houses in the precinct at 65 and 67 Neerim Road by 1938. 21

In the western part of the precinct (Crown Portion 79), William S. McCombe had acquired the land now described as 51 and 53 Neerim Road as a single parcel around 1922.²² He split the property between himself and Noel J. C. McCombe, presumably a relative, in 1924.²³ In August that year, a *Plan of Drainage* records Noel as the owner of a house at the corner of Neerim Road and Clarke Avenue (no. 53), named *Pine View*.²⁴ The Caulfield rate book entry describes this house as 'LH' in nature – a descriptor of its limestone construction.²⁵ The neighbouring house, no. 51, was built by William in 1926 and sold on completion.²⁶

¹⁶ 'Advertising', *Argus*, 6 March 1915, p20

¹⁷ Certificate of Title, vol. 3182, folio 227

Review of Caulfield rate books, December 1925-September 1926, entry nos 5899-5903

¹⁹ Certificate of Title, vol. 3182, folio 227

²⁰ LP 13887, Landata

Caulfield rate book, December 1938-September 1939, entry nos 6397 and 6398

²² Caulfield rate book, January 1922-September 1922, entry no. 5964

²³ Caulfield rate book, December 1924-September 1925, entry nos 7043 and 7044

²⁴ Plan of Drainage, application no. 124764, South East Water

Caulfield rate book, December 1924-September 1925, entry no. 7043

Caulfield rate book, December 1925-September 1926, entry no. 5905 (construction date annotated in pencil)

The McCombes were both described in the rate book as 'contractors'; making it likely one, or both, were involved with Pine View's erection. The designer, however, is not known – although the combination of its materiality and well-resolved character suggests the hand of a professional, progressive architect. Reinforcing this likelihood is a 1928 advertisement, which described Pine View as: '[a] Charming Modern Attic Bungalow. Of Mount Gambier Limestone. Architect's Special Design'. 27

Long a mainstay of construction in South Australia and, to a lesser extent the western districts of Victoria and Mornington Peninsula, limestone was widely promoted in Melbourne over the early to mid-1920:

Two of the main points claimed for limestone are: (1), That it is of very pleasing appearance, particularly when tiled roofs surmount the white stone; (2), that, being of a natural coral formation, it is everlasting in durability, becoming, with age, practically indestructible.²⁸

The eastern portion of the precinct, part of Crown Portion 85, had been purchased by the Welshman, George Davis, a Gippsland grazier, politician (MLC), and 'one of the political pillars of the Victorian Turf', by 1889. That year, he was recorded as occupying a 16-room mansion, known as Cambria House (or sometimes, Lodge), at the corner of Neerim Road and Roseberry Grove (demolished in the late 20th century, now 89 Neerim Road).29 Described as a 'noted landmark',30 the garden and paddocks surrounding this grand home were subdivided in August 1926 by the Widdis family (also graziers, from Rosedale).31 The lots addressing Neerim Road sold quickly, and by 1927 five bungalows (nos 77 to 85) had been built.32

To the Booran Road section of the precinct, Alamar Avenue was formed in 1927, and the three lots facing Booran Road reconfigured (previously offered the year before in the break-up of the Cambria House estate). 33 All appear to have been purchased by the contractor, William Vine. He built houses to sell on most of these lots, including 80 and 82 Booran Road (1928) and 1930 respectively).³⁴ In 1932, at the height of the Great Depression, Albert V. Jennings, later recognised as a 'building industries entrepreneur' with a national profile, 35 partnered with Vines to develop the leftover allotment (no. 32); making this dwelling the first of many residential projects involving the pair in the district over the late Interwar period.

Jennings (1896-1993), a Glenhuntly-based real estate agent, financed his first foray into the housing development (78 Booran Road) by selling his family house at 4 Emma Street, South Caulfield. The success of 78 Booran Road led to a series of individual and estate developments in the municipality, with the operations formalised as 'A.V. Jennings Construction Co.' in 1934. Seemingly alone in the field. Albert took advantage of the dampened economic conditions to supply high-quality but affordable houses for the average home-buyer (i.e., brick houses at the same price as weatherboard ones).

Vines (1891-1967), working in the building industry since the age of 13, was a well-known contractor in the Caulfield area and sold many of his 'spec' homes through E. J. & H. Amos, for whom Jennings initially worked. The onset of the Depression saw Vines retreat from construction, although he still retained undeveloped land, and set up as a poultry farmer in Springdale. Jennings, with some difficulty, enticed him back to building in 1932. While initially circumspect of the possibility of commercial development in the context of a deep depression. Vines worked on a house-by-house basis at first, before ultimately becoming the Works Supervisor for the company until 1941.36

²⁷ 'Advertising', Argus, 27 October 1928, p3.

²⁸ 'Limestone For Melbourne Houses: Cost and Adaptability', Australian Home Builder, November 1923, p56; and see various advertisements by the 'Mt Gambier Limestone Quarrying & Building Company' in Victorian newspapers (Trove).

^{&#}x27;Sudden Death: The Hon. George Davis, M.L.C', Herald, 26 August 1896, p1; 'The Late Hon. G. Davis, M.L.C', Sportsman, 1 29 September 1896, p5; and Caulfield rate book, December 1889-September 1890, entry no. 2. 'His funeral was a representative one, and Caulfield trainers, owners, and jockeys almost to a man followed the corteg from Cambria Lodge, Glenhuntly, to the Caulfield station' (Sportsman)

³⁰ 'Cecil Godby Makes Plans at His Famous Cambria House Establishment', Sporting Globe, 1 February 1928, p1

³¹ LP 11614, Landata

³² Caulfield rate book, December 1925-September 1926, entry nos 422-428; and December 1927-September 1928, entry nos 1497-

³³ LP 12178, Landata

³⁴ Review of Sands Directory, various editions 1929-31; Caulfield rate book, 1930-31, entry nos 13 and 14; and Donald S Garden, Builders to the Nation: the A.V. Jennings story, Melbourne University Press, 1992, Chapter 1

³⁵ Certificate of Title, vol. 5904, folio 626; and Donald S. Garden, 'Jennings, Sir Albert Victor (Bert) (1896-1993)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, 2017, available online

³⁶ Garden, Builders to the Nation, chapter 1



1927 subdivision of Booran Road lots in the precinct, shaded red. (Source: LP 12178, Landata)

All of the dwellings erected in the precinct over the interwar years appear to have been owner-occupied. Alongside 'house duties' ('HD') for female occupants, the occupations recorded for male 'breadwinners' ranged from builders and contractors to managers, salesmen, merchants, and company secretaries. Most of these roles are broadly describable as middle class and 'white collar' professions, which corresponds to the robust brick/terracotta respectability of the precinct's housing stock.

The state of the precinct in 1931 is depicted by the aerial photograph below. It shows the reduced grounds of *Heatherbrae*, the result of its 1915 subdivision, as well as the curtailed *Cambria House* estate. The majority of houses in the precinct and elsewhere in the Heatherbrae Estate were extant by this time. The 1945 aerial photograph, which also follows, captures the precinct as fully developed and consistent with its current circumstances.



1931 aerial photograph of the precinct, outlined. (Source: Maldon Prison, Run 25, Frame 2477, Landata)



1945 aerial photograph of the precinct, outlined. (Source: Melbourne and Metropolitan Area Project, No. 5, Run 15, Frame 57778, Landata)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The Neerim and Booran Roads Precinct is one of several residential precincts in Glen Eira that contains Interwar period development, reflecting the municipality's consolidation over the 1920s and 1930s. Its array of bungalow modes and revival/eclectic styles, all of masonry construction, illustrate middle-class preferences in the area at the time, particularly along main roads, where more substantial examples tended to be located. However, distinguishing the Neerim and Booran Road Precinct is its general intactness, clustered range of idioms, and some finer, more individualised designs than routinely noted.

While the Neerim and Booran Roads Precinct does contain some houses dating from the 1930s, most of the building stock dates between the early to mid-1920s. Other interwar period residential precincts in the municipality with contributory housing predominantly or exclusively dating to the 1930s offer less relevant comparisons, such as the Glen Huntly Park Estate and Environs (HO28), a large-scale housing estate displaying the full gambit of restrained 1930s domestic designs; Hillcrest Avenue and Environs (HO32), A. V. Jennings Construction Co.'s first venture into planned estate development (1933-34); or the small, more exclusive, precincts of Vadlure Avenue and Balaclava Road, East St Kilda (HO76) and Bruce Court and Environs (HO86) (late 1920s/early 1930s).

More comparable interwar period precincts in Glen Eira with a preponderance of 1920s housing include:

Glen Eira Road and Environs (HO73). A precinct in Caulfield North consisting of commodious/substantial houses on main roads (Bambra, Glen Eira and Kambrook), derived from the carved-up grounds of a late 19th-century estate, Nithsdale. Most of the housing stock are bungalows, interspersed by late interwar housing examples and some Federation period villas.

- Bentleigh Residential Precinct (HO69). A large precinct that consolidated over the interwar years, especially in the late 1920s. It comprises a broad array of interwar period styles, with a similarly high proportion of bungalow-style houses, as well as some Spanish Mission, Old English, and Moderne style houses. While predominantly brick, the houses are generally more modest in scale than those in the Neerim and Booran Roads Precinct.
- Ormond Precinct environs (HO75). An expansive, chiefly interwar precinct, including a prevalence of weatherboard bungalows; however, it also includes some Victorian and Federation development as well as commercial streetscapes to North and McKinnon roads, and a school.

Few examples of limestone construction, like at *Pine View*, 53 Neerim Road, are known in the municipality or, for that matter, Melbourne more broadly, likely due to its greater cost compared to brick and timber. Architectural historian, Simon Reeves, notes the existence of a circa 1925 limestone (also Mount Gambier) house at 409 North Road, Caulfield South – although seemingly in an altered state – as well as the presence of a modest mid-1920s limestone bungalow (ashlar coursing) with a jerkin-headed hipped roof (shingled gabled end) at 1 Frogmore Road, Carnegie.³⁷

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21, dated 1990:

All properties – N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy systems controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Built Heritage, City of Glen Eira Post-War & Hidden Gems Heritage Review 2020: Stage Two: Citations, prepared for the City of Glen Eira, draft 11 February 2020, p48

Extent of Heritage Overlay

It is recommended that the Neerim and Booran Roads Precinct be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

Gradings Table

No	Street	Significance
51	Neerim Road	Contributory
53	Neerim Road	Contributory
55	Neerim Road	Contributory
57	Neerim Road	Non-Contributory
59	Neerim Road	Contributory
61	Neerim Road	Contributory
63	Neerim Road	Contributory
65	Neerim Road	Contributory
67	Neerim Road	Contributory
77	Neerim Road	Contributory
79	Neerim Road	Contributory
81	Neerim Road	Contributory
83	Neerim Road	Contributory
85	Neerim Road	Contributory
78	Booran Road	Contributory
80	Booran Road	Contributory
82	Booran Road	Contributory

RAILWAY CORRIDOR PRECINCT

Addresses 11-39 Derby Crescent, 15, 17, 19, 21, 23-28, and 30, 32, 34, 36 Moodie Street, 17, 19, 21,

23, 25, and 27 Clifton Street, and 11-14, 16-28A Leamington Crescent, Caulfield East

Significance Local

Construction Dates 1897 to 1938

Periods Victorian, Federation, Interwar

Date Inspected Late 2019





30 Derby Crescent





11-12 Leamington Crescent



27 Moodie Street

Statement of Significance

What is Significant?

The *Railway Corridor Precinct* is significant. The area developed between circa 1897 and 1940 as a premium middle-class residential locale in Caulfield.

The significant components are the generally intact residences that mainly date from the Federation and interwar years (with one late Victorian period dwelling), which are identified as contributory, including the following elements:

General:

- Intact single-storey and two-storey houses,
- Front garden settings with consistent setbacks,
- Basalt kerbing and channelling,
- Basalt laneway, located to the west side of 36 Moodie Street and the north side of 26-36 Moodie Street.

Late Victorian period:

- Hipped roof,
- Return verandah,
- Bracketed cornice.
- Bichrome brickwork,
- Arched tripartite windows.

Federation period:

- Roof forms (gambrel, hipped and gabled), clad in corrugated metal sheeting or terracotta tiles, occasionally with decorative ridge cresting and finials, with exposed rafter ends and often wide decorative bargeboards,
- · Red brick chimneys, often with roughcast bands or terracotta pots,
- Clad in weatherboard or constructed of red brick,
- Faceted or square bay windows, usually consisting of three casements, with highlights and/or decorative glass, or paired double-hung sash windows, often with a window cover,
- Verandahs of varying roof form (skillion, bullnose, or broken-back), often with turned timber posts and geometric fretwork or frieze.
- Timber-framed windows with double-hung sashes and/or casements, with highlights featuring lead lighting or stained glass.

Interwar period:

- Roof forms (gabled or hipped) with concrete or terracotta tiles,
- Gable ends with bargeboards and shingling or battened sheeting,
- Chimneys, most face brick though some are rendered,
- Masonry buildings, red brick or rendered with some brick (clinker, tapestry),
- Porches with masonry piers and timber posts or rendered columns,
- Timber-framed windows, usually double hung sashes individual, paired, or tripartite windows (with a central fixed pane) often upper sash detailing (multi-paned, decorative lead lighting).
- Doors, timber, often paired with some glazing.
- Low masonry, front fence to 27 Moodie Street.

Additions and non-original elements are not significant.

Contributory places:

- Clifton Street: 17, 19, 21, 23, 25, 27
- Derby Crescent: 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 24, 25, 26, 27, 28, 29, 1/30, 32, 33, 34, 35, 36, 37, 1/38, 39
- Leamington Crescent: 11, 12, 13, 14, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 28A
- Moodie Street: 15, 1/17, 19, 21, 23, 24, 26, 27, 28, 30, 32, 34, 36

Non-Contributory places:

• Derby Crescent: 1/13, 2/13, 23, 2/30, 31, 37B, 2/38,

Leamington Crescent: 16, 27

Moodie Street: 2/17, 25

How is it Significant?

The Railway Corridor Precinct is of historical and representative significance to the City of Glen Eira.

Why is it Significant?

The Railway Corridor Precinct is of historical significance as an illustration of characteristic suburban development in this part of the municipality. Its subdivision pattern reflects the large-scale 1884 Epsom Estate subdivision, which was triggered by the establishment of the nearby railway station. Five years later, part of the subject place was repackaged as the Caulfield Station Estate (northwest part of the precinct) when the land was held by one of the more notorious speculative outfits of Melbourne's 'Land Boom', the Freehold Investment and Banking Company. While only one house was built in the late Victorian period, a burst of construction activity commenced in the late Federation, characterised by comfortable timber dwellings, which were concentrated on the northern and central sections of the precinct, particularly along Derby and Leamington crescents and Moodie Street. Further growth occurred during the interwar period, marked by the appearance of masonry houses with red/clinker brick and/or render combinations common. (Criterion A)

The *Railway Corridor Precinct* is of representative significance for its high proportion of original and intact middle-class residences, including one commodious late Victorian villa and a varied range of dwellings dating from the early 20th century. The extensive groupings of such houses present a series of picturesque and consistent streetscapes that are highly evocative of key building phases in this part of the municipality, where often only select pockets have survived intact. Most of the housing stock consists of single-storey freestanding timber dwellings of moderate size from the Federation period. The precinct includes several fine examples of the Queen Anne idiom from this era that display the hallmarks of this style, such as picturesque roofscapes, tall chimneys, decorative gable ends, mixed cladding to timber-framed facades, and timber verandah detailing. The interwar layer comprises some 1920s brick bungalows typified by gable ends and porches/verandahs, as well as 'bungaloid' examples from the mid-to-late 1930s. These are characterised by hip roofs and porches and often display some inflection of a popular contemporary style, such as the Moderne or Tudor/Old English Revival. There are also smaller semi-detached interwar brick pairs designed to present as a single-family building containing two residences. (Criterion D)

Description

The long, uneven area of the *Railway Corridor Precinct*, located along the Frankston railway line, extends down Derby Crescent from just below Epsom Street to Lord Street and includes sections in Moodie (both the north and south side of the street), and Clifton (south). On the other side of the Frankston rail line, the precinct extends along Leamington Crescent from near the corner of Lorne Street to Clifton Street.

In the public realm, basalt has been utilised for kerbing and laneways (west side of 36 Moodie Street and the north side of 26-36 Moodie Street) in the Railway Corridor Precinct and is evidence of early street formation. Footpaths within the precinct were asphalted from the early 20th century.

The buildings within the precinct predominately date to the early 20th century and are set back from the front boundary with gardens of varying density, with a few containing planting that largely conceals the house from public view. The precinct features a narrow verge with tree plantings consisting mainly of established paperbacks (*Melaleuca*) and juvenile deciduous species.

Single-storey timber-framed villas, generally indicative of the Queen Anne style, predominate. There are also some interwar bungalows from the 1920s of masonry, as well as a few masonry bungaloids from the late 1930s, typically rendered on a face brick plinth.

Many fences are not original, being timber pickets or paling, though are sympathetic to their period of construction. However, one original low rendered interwar fence with clinker brick detailing survives at 27 Moodie Street.

The precinct features highly intact individual buildings, though several residences are noticeably altered, including 21 Leamington Crescent, 28 Derby Crescent, and 30 Moodie Street.

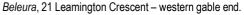
Late Victorian Period (1890s)

Within the precinct is one late Victorian house dating to 1897, *Beleura*, at 21 Leamington Crescent. *Beleura* draws upon several stylistic trends, including the Italianate and Baroque, and while altered, remains an uncommon example of its type in the area. On a corner allotment, *Beleura* has two gabled wings that project from the primary hip roof, which is clad in non-original tiles (likely replacing slate) and features two prominent chimneys. The roof has a short eave overhang with bracketed timber cornice and the gable ends have a broken-bed pediment, suggestive of the influence of the Baroque. A return verandah clad in corrugated sheet metal extends between the two gable ends.

Beleura is constructed of bichrome brick (cream and dark brown) in an English bond, with some remnant white tuckpointing evident. Cream bricks have been utilised for the cornice, quoining, banding, and plinth. The return verandah is supported by timber posts with an elaborate cast-iron frieze and brackets featuring a floral pattern. A small section of its northern return has been enclosed in brick.

Original windows are timber-framed double-hung sashes. To the western projecting wing, there is a tripartite arched window with a label moulding and bichrome brick voussoirs, the central one differentiated by a keystone. This window is further embellished by brick pilasters with rendered Tuscan order capitals. This treatment was likely repeated originally to the northern projecting wing. The front entry has a four-panelled timber door with sidelights and transom window, both with etched glass.







Beleura, 21 Leamington Crescent.

Federation Period (about 1900 to 1915)

A considerable portion of the building stock in the precinct dates to the Federation period. These houses are all timber-framed, predominantly economical versions of the Queen Anne style. They are concentrated along Derby and Leamington crescents, as well as both sides of Moodie Street.

The Federation period houses have asymmetric massing with roofs that are steeply pitched and complex/picturesque, typical of the Queen Anne style. The roofs typically consist of a principal hipped/gambrel section with a street-facing gable end at one end. They are usually clad in corrugated sheet metal (generally not original and replacing either original metal sheeting or terracotta tiles), though a few are clad in terracotta tiles, with decorative ridge cresting and/or finials.

A few houses, generally located on the corner blocks, also have additional diagonal articulation to the corner. Exposed rafter ends are common, as are decorative bargeboards. Most have retained tall red brick chimneys with terracotta pots and/or roughcast bands. The gable ends usually feature decorative battens with sheeting (flat or roughcast), further contributing to the highly ornamental quality associated with the Queen Anne style.





12 Leamington Crescent.

18 Leamington Crescent.

A range of wall cladding is evident to the façades though typically includes some variation. Generally, the sides and/or rear walls are exclusively clad in weatherboards. Often the façade incorporates a dado with different cladding to the upper part of the walls. Options include weatherboards- often with a band/section of notched(shingled) boards, ashlar boards, or roughcast finish/sheeting. Verandahs usually have turned timber posts and most retain a geometric, at times highly ornate, timber fretwork or frieze.

The gable end often incorporates a bay, either square or faceted window, and typically consists of three casements with highlights, some of which included decorative glass, either stained and/or lead light. Some residences, however, have paired double-hung sash windows which feature highlights of stained glass, multipaned, or leadlighting, and with a window cover to the front. All windows are timber framed.



11 Derby Crescent.



22 Leamington Crescent.

Some of the residences in the precinct reflect elements of both the Queen Anne style and the interrelated Arts & Crafts design mode. Towards the end of the Federation period, the vernacular aesthetic of the Arts & Crafts Movement came to dominate. Such aesthetics are present within some of the later Federation houses, which feature roughcast finish to the walls, lower pitched roofs, wide gable ends, and less ornate fretwork on vernadahs. In the precinct, these houses also featured window covers, tall chimneys, and timber verandahs with turned posts- these elements more closely align with the Queen Anne style and earlier Federation houses in the area.





32 Derby Crescent.

26 Derby Crescent.

Similarities in detailing among groups of houses suggest the hand of a particular builder, for instance, the adjoining mirrored pair at 11 and 12 Leamington Crescent, which have the same detailing to the chimneys, gable ends and distinctive central band of the façade and types of windows. In other instances, such as the group at 17-20 Leamington Crescent – there are some similarities but also some differences. The same gable end detailing (splayed battens with roughcast sheeting/finish) and cornice (brackets and alternating panels) are employed across the four houses, but there is variation in the chimney design and other elements.

Interwar Period (circa 1916 to 1940)

During the interwar years, the remaining vacant blocks in the *Railway Corridor Precinct* were developed. About two-thirds of these Interwar houses were erected during the late 1910s or throughout the 1920s and are generally indicative of the bungalow style, while the remainder dates to the mid to late 1930s (end of the interwar period). This layer of building activity in the precinct is generally clustered and mainly located the south side of Clifton Street and the nearby section of Derby Crescent, and the southern end of the Derby Crescent.

Groups of similar semi-detached pairs, which appear as one house – at 17-19, 21-23, 25-27 Clifton Street and adjacent at 33-34, 35-36 Derby Crescent – were built by 1920. These dwellings are broadly indicative of the bungalow type, however, retain some aspects associated with the Federation period. Unusually, this group of five buildings was constructed in red brick. They have a low-pitched roof indicative of the 1920s yet display a composite form of front gable attached to the main hip more typical of the Federation years. Some houses in this group feature shingling to the gable end and multipaned upper sashes, clearly indicating the growing influence of the bungalow style.

Representative of a suburban haven, the bungalow grew in popularity at a time of high ownership rates in Victoria. They most often incorporated Californian or Arts & Crafts motifs into their design, though several sub-types pervaded. Bungalows have an informal design that is reflective of the Arts & Crafts aesthetic, incorporating such expressions as 'natural materials' and craftsmanship, providing a sense of rustic charm.

Bryce Raworth, A question of style: Inter-war domestic architecture in Melbourne, Masters Thesis, University of Melbourne, 1993, p22





17 and 19 Clifton Street.

35 and 36 Derby Crescent.

The Interwar masonry residences within the precinct are clinker and/or red brick, often part rendered; however, some may be fully rendered. This is generally indicative of the Arts & Crafts subtype. Roofs are predominantly clad in terracotta tiles, though a few are clad in concrete tiles or non-original corrugated metal sheeting. Generally, chimneys are of red brick and/or render and feature terracotta pots. These houses often contain restrained detailing and low-pitched gabled roofs with a street-facing gable, typical of the Arts & Crafts bungalow. Such gable ends often incorporate simple decorative batten sheeting, either smooth or roughcast. Interwar residences in the precinct usually include a verandah, either with a skillion roof or as part of the main roof, occasionally with timber post atop brick/rendered piers; others incorporate porches, with a flat roof or under the primary roof, supported by rendered columns. The windows were usually double-hung sashes, with the upper sashes differentiated by stained glass, lead lighting, or multipaned.





38 Derby Crescent.

21 and 23 Clifton Street.

The four buildings built during the mid to late 1930s are typical of the more restrained approach, usually with less detailing to the façade, that evolved during the late Interwar period. They are all rendered masonry, generally with some clinker or tapestry brick trim (plinth, etc.), and appear to be larger than earlier houses. They have hipped roofs clad in tiles, mostly concrete or terracotta tiles, and double-hung sash windows, with the upper sash displaying some differentiation, such as leadlighting in a geometric design.

Three of the buildings – located at 27 Moodie Street and 37 and 38 Derby Crescent – are indicative of the 'bungaloid' type of the late 1930s. In this design mode, some detailing typically associated with the bungalow, such as boxed-framed windows, were employed in a much plainer building, often in conjunction with devices nominally associated with one of the popular 'revival' styles of the 1930s (Mediterranean, Spanish Mission or Tudor/Old English). For instance, 37 and 38 Derby Crescent have Tudor arches to the front porch with some limited employment of classicising elements – a label moulding to no. 37 and keystone to no. 38. The roof of the latter is also clad in Roman/Spanish tiles, a material usually associated with the Spanish Mission style.

The house at 39 Derby Crescent incorporates some limited Moderne style inflection, also popular during the 1930s. This aesthetic is achieved by way of banding, thus creating a characteristic horizontal emphasis reinforced by the leadlight/metal

detailing to their upper sashes. The house at 39 Derby Crescent is also distinguished by panels of tapestry Roman (narrow) bricks.





39 Derby Crescent.

37 Derby Crescent.

Low brick fences, generally rendered in part or in full to complement the house, were common during the interwar period, with one example surviving in the precinct at 27 Moodie Street.

Schedules

The following schedules summarise key details of each place to the *Railway Corridor Precinct*. The construction dates generally derive from the Melbourne and Metropolitan Board of Works plans, the *Sands & McDougall's* directories or the Caulfield Rate books. Details of later non-contributory buildings are not provided except for their period of construction.

The schedules are organised alphabetically according to street name.

Clifton Street

Address	Period/Date	Key Attributes
1/17 and 19 Clifton Street	Interwar period By 1920	Bungalow style Roof clad in original terracotta tiles, battened sheeting to gable end Red brick, including three chimneys Multi-paned upper sashes A group with 21-27 Clifton St + 33-36 Derby Crescent
21 and 23 Clifton Street	Interwar period By 1920	Bungalow style Roof clad in original terracotta tiles, battened sheeting to gable end Red brick, including three chimneys Lead lighting to highlights Verandah, with brackets Group with 17-19, 25-27 Clifton Street + 33-36 Derby Crescent
25 and 27 Clifton Street	Interwar period By 1920	Bungalow style Roof clad in original terracotta tiles, battened sheeting to gable end Red brick, including four chimneys Porch, with red brick piers and square posts A group with 17-23 Clifton St + 33-36 Derby Crescent

Derby Crescent

Address	Period/Date	Key Attributes
11 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys with terracotta pots Timber-framed façade with ashlar boards (dado), band of notched above Bay window, stained glass to highlights Verandah with elaborate timber frieze
12 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting Two red brick chimneys Timber-framed, with weatherboards Faceted bay window, lead light and stained glass Verandah with arched fretwork
13 Derby Crescent	Late 20th century	Replaced a house built by 1915
14 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, not original Timber-framed, with weatherboards Leadlight and side lights, with stained glass Verandah with arched fretwork
15 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys with terracotta pots and bands of rendering (same as no. 16) Timber-framed façade with ashlar boards (dado), band of notched above Stained glass to highlights, window cover Verandah with fretwork and brackets
16 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, metal finials, decorative battens to gable end Two red brick chimneys with terracotta pots and bands of rendering (same as no. 15) Timber-framed façade with ashlar boards (dado), band of notched above Stained glass to highlights, window hood Verandah with fretwork and brackets
17 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys Timber-framed with weatherboards Stained glass to highlights, window hood Verandah with fretwork and brackets

Address	Period/Date	Key Attributes	
18 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys Timber-framed with weatherboards Stained glass to highlights, window hood Verandah with fretwork and brackets	
19 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end One red brick chimney Timber-framed with weatherboards Stained glass to highlights, window cover Verandah	
20 Derby Crescent	Federation period By 1915	Leyton Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end One red brick chimney Timber-framed, façade with notched boards (dado) and weatherboards, window hood Verandah with fretwork and brackets	
21 Derby Crescent	Federation period By 1915	Inchdarnie Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Timber-framed, with weatherboards Leadlight to highlights, window cover Verandah with fretwork	
22 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end with skirt Red brick chimney Timber-framed with weatherboard (dado) and roughcast Bay window, lead lighting to upper sash Verandah with fretwork and brackets	
23 Derby Crescent	Post WWII	Replaced a house built by 1915	
24 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad in original corrugated metal sheeting, decorative battens to gable end Red brick chimney with terracotta pots Timber-framed façade with notched boards (dado) and weatherboard Decorative glass to highlights, window hood with fretwork Verandah with brackets	

Address	Period/Date	Key Attributes	
25 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad terracotta tiles with cresting and finials, corner accent, roughcast and battens to gable end Two red brick chimneys Timber-framed with weatherboard Two bay windows with stained glass to highlights Verandah, with fretwork and brackets	
26 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Timber-framed façade with notched boards (dado) and roughcast Bay window, with stained glass to highlights, hood Verandah with fretwork, arched profile	
27 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad in original corrugated metal sheeting, battens to gable end Timber-framed façade with notched boards (dado) and roughcast Oriel bay window Verandah, original detailing removed	
28 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad in original corrugated metal sheeting, weatherboard gable end Timber-framed with weatherboard Altered windows + verandah, non-original deck and metal post	
29 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens and sheeting to gable end Timber-framed façade with notched boards (dado) and weatherboard Bay window, with stained glass to highlights Verandah, with fretwork and brackets	
30 Derby Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Timber-framed with weatherboard Bay window, with stained glass and lead lighting Verandahs with arched fretwork Non-contributory property to the rear (no. 2/30)	
31 Derby Crescent	Early 21st century	Replaced a house built by 1915	
32 Derby Crescent	Federation period By 1915	Arts & Crafts style Roof clad corrugated metal sheeting, decorative battens to gable end Rendered chimney with terracotta pot Timber-framed with weatherboard dado and roughcast Asymmetric bay window, with lead lighting to highlights Verandah with arched fretwork to side	

Address	Period/Date	Key Attributes	
33 and 34 Derby Crescent	Interwar period By 1920	Bungalow style Semi-detached pair Roof clad terracotta tiles, original, shingles to gable end Two red brick chimneys Red brick Porches partly altered/recreated Group with 17-27 Clifton St + 35-36 Derby Crescent	
35 and 36 Derby Crescent	Interwar period By 1920	Bungalow style Semi-detached pair Roof clad terracotta tiles, original, shingles to gable end Two red brick chimneys Red brick Multipaned upper sashes Canopy over entrance Group with 17-27 Clifton St + 33-34 Derby Crescent	
37 Derby Crescent	Interwar period By 1936	Bungaloid type Hip roof clad in original concrete pantiles Rendered chimney Rendered on brick plinth Lead lighting to upper sashes, concrete hoods Porch with Tudor arch and label moulding, brick piers (overpainted) Non-contributory property to the rear (no. 37B)	
38 Derby Crescent	Interwar period By 1936	Bungaloid type Hip roof clad in Spanish tiles Rendered brick chimney Rendered brick Lead lighting to upper sashes, concrete hoods Porch with keystone to Tudor arch Non-contributory property to the rear (no. 2/38)	
39 Derby Crescent	Interwar period By 1938	Moderne influence Hip roof clad in concrete tiles Rendered brick with tapestry brick (some Roman) to chimney, porch and windows Simple lead lighting to upper sashes Porch with parapet Original garage	

Leamington Crescent

Address	Period/Date	Key Attributes	
11 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys, with terracotta pots and bands of render Timber-framed façade with ashlar boards (dado), band of roughcast above with decorative corners, weatherboard (upper) Leadlighting to highlights, window hood Verandah, with fretwork and brackets Pair with no. 12	
12 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys, with terracotta pots and bands of render Timber-framed façade with shiplapped boards (dado), band of roughcast above with decorative corners, weatherboard Lead lighting to highlights and entry, window hood Verandah with fretwork and brackets Pair with no. 11	
13 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys Timber-framed with weatherboard Window hood Verandah, with fretwork and brackets Pair with no. 14	
14 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Red brick chimney, with terracotta pots Timber-framed with central band of notched board and weatherboard Window hood Verandah with fretwork and brackets Pair with no. 13	
15 Leamington Crescent	21st century	Replaced a house built by 1915	
16 Leamington Crescent	Federation period By 1915	Heavily altered two-storey Roof clad corrugated metal Timber-framed with weatherboard Verandah with fretwork and brackets	
17 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, splayed battens to gable end Two red brick chimneys, with terracotta pots	

Address	Period/Date	Key Attributes	
		Timber-framed with weatherboard Window hood Verandah, detailing removed, original entry Similar detailing with nos 18-20	
18 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, splayed battens to gable end Two red brick chimneys Timber-framed with centre band of notched board, and weatherboard Window hood Verandah with fretwork and brackets Similar detailing with nos 17, 19-20	
19 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, splayed battens to gable end Red brick chimney Timber-framed, with centre band of notched board, and weatherboard Bay window with stained glass highlights and window cover Verandah, detailing removed Similar detailing with nos 17,18, 20	
20 Learnington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, splayed battens to gable end Two red brick chimneys Timber-framed central band of notched boards and weatherboard Lead lighting to upper sashes and window hood Verandah with brackets Similar detailing with nos 17-19	
21 Leamington Crescent	Late Victorian period 1897	Italianate style Hip and gable roof clad in tiles, not original, cornice with brackets Bichrome brick, in English bond, including two chimneys Gable bays (open bed) – one with original tripartite arched windows Return vernadah with cast iron frieze and brackets	
22 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, terracotta cresting, rising sun motif to gable end Two red brick chimneys with terracotta pots and bands of render Timber-framed façade with notched board (dado) and weatherboard Bay window Return verandah, with fretwork and brackets	
23 Leamington Crescent	Federation period By 1915	Queen Anne style Gambrel roof clad corrugated metal sheeting, symmetrical facade Red brick chimney, with terracotta pots Timber-framed with weatherboard Verandah, with fretwork and brackets	

Address	Period/Date	Key Attributes	
24 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, shingling to gable end Red brick chimney, with terracotta pots Timber-framed with weatherboard Bay with leadlighting to toplights, hood Verandah with arched fascia	
25 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad in original corrugated metal sheeting, battens to gable end Red brick chimney Timber-framed with weatherboard Partly concealed Verndah with fretwork and frieze Altered windows	
26 Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Timber-framed with weatherboard Window hood Verandah with fretwork and brackets Leadlight to entry	
27 Leamington Crescent	Late 20th century	Replaced a house built by 1915	
28A Leamington Crescent	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Red brick chimneys Timber-framed with weatherboard Bay window, with hood, corner bay with gablet Verandah with fretwork and brackets Original entry	

Moodie Street

Address	Period/Date	Key Attributes	
15 Moodie Street	Federation period By 1915	Queen Anne style – roof clad corrugated metal sheeting, decorative batten to gable end Two red brick chimneys with bands of render Timber-framed façade with ashlar boards Window cover; verandah, with fretwork and brackets; and original entry	
1/17 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Red brick chimney Timber-framed, façade with notched boards (dado) and weatherboards Window hood Verandah with fretwork and brackets Non-contributory property to the rear (no. 2/17)	
19 Moodie Street	Federation By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Red brick chimney, with terracotta pots Timber-framed weatherboards with notched dado Porch, likely a 1920s alteration, with brick balustrade (red and clinker) and tapered, fluted columns Original entry	
21 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Red brick chimney Timber-framed façade with notched boards (dado) and weatherboards Window hood introduced Verandah, with fretwork and brackets	
23 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys Timber-framed façade with notched boards (dado) and weatherboard Window hood Verandah, with fretwork and brackets	
25 Moodie Street	Early 21st century	Replaced a house built about 1925 (likely a bungalow)	
27 Moodie Street	Interwar period By 1936	Bungaloid type Hip roof clad concrete tiles Rendered brick chimney Rendered brick with clinker brick dado, tapestry brick and random quoining Lead lighting to upper sashes, window covers Porch with shouldered arch Original low brick fence	

Address	Period/Date	Key Attributes	
24 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, decorative battens to gable end Two red brick chimneys, with terracotta pots Timber-framed façade with weatherboards (dado), band of notched above Stained glass to toplights Verandah, detailing removed	
26 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, Chimney with terracotta pot Timber-framed façade with weatherboards (dado) and roughcast Bay window, with stained glass to toplights Verandah, with fretwork and brackets	
28 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, notched boards to gable end Two red brick chimneys, with terracotta pots and bands of render Timber-framed façade with weatherboards (dado) and roughcast Verandah, with fretwork and brackets	
30 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, sheeting to gable end Timber-framed with weatherboards, band of notched below verandah Verandah with metal fringe and non-original decking Altered windows to projecting bay but probably original below verandah Original entry – door and sidelight	
32 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Timber-framed with weatherboards Verandah with fretwork and brackets Paired windows, original entry	
34 Moodie Street	Federation period By 1915		
36 Moodie Street	Federation period By 1915	Queen Anne style Roof clad corrugated metal sheeting, battens to gable end Two red brick chimneys Timber-framed with wide rebated boards Return verandah, with frieze Unusual tripartite window configuration	

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁶ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.10 This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹¹ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years -'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'The Complete Modern Villa' Kooyong Road - Caulfield's residential population and footprint exploded during the interwar years. (Source: Australian Home Builder, May 1924, p28)

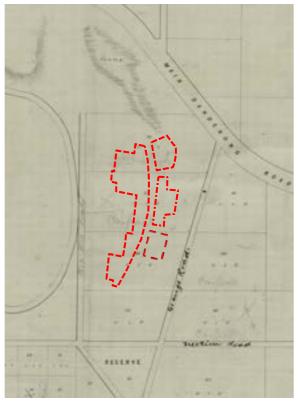
Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

¹⁰ 'A Place Worth Seeing', Prahran Telegraph, 24 November 1888, p24

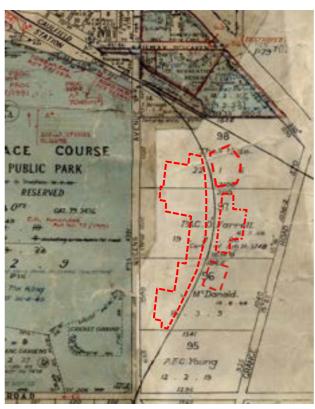
¹¹ Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics

Place-Specific

The land in the *Railway Corridor Precinct* derives from parts of three Crown Allotments in the Parish of Prahran, East of Elsternwick. These Crown Allotments were part of the original/early survey, with two of the Crown Allotments acquired in 1858 and the other in 1864. This area included natural wetlands, namely 'Paddy's Swamp' (now Caulfield Park) and 'Black Swamp' (now East Caulfield Reserve), as well as an expanse of 'flat sandy scrub', known initially as the 'The Heath' (proclaimed as the Caulfield Racecourse in 1859).¹²



1857 plan, approximate location of the precinct dashed. (Source: Suburban allotments in the parish of Prahran at Caulfield, SV)



Later edition of the parish plan. (Source: Landata, Parish of Prahran East of Elsternwick (and at Caulfield) P81[11])

Details (purchaser, area, etc.) of the three Crown Allotments released are summarised in the following table:

No.	Date of Purchase	Purchaser	Area
96	14 June 1864	J. McDonald	16 acres, 3 roods, 9 perches
97	16 February 1858	Peter A. C. O'Farrell ¹³	19 acres, 2 roods, 36 perches
98	16 February 1858	Thomas Hide	22 acres, 1 rood, 6 perches

^{&#}x27;Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referred to the central part of the reserve and continued in use into the 20th century.

An Irish immigrant, O'Farrell (circa 1828-98) was 'one of the largest land-owners' in Victorian and the brother of Henry James O'Farrell, who attempted to assassinate the Duke of Edinburgh at Clontarf, Sydney, in 1868. In the wake of his brother's execution, O'Farrell practised law for over a decade in the United States of America before returning to Melbourne in the early 1880s. He became entangled in a bitter financial dispute with the Catholic Archbishop Goold, who he wounded with a revolver in 1882, for which he was subsequently incarcerated. ('Death of Mr P. A. C. O'Farrell', *Advocate*, 22 October 1898, p7)

By the 1880s, Crown Allotments 96 to 98 were amalgamated by the infamous 'Land Boom' syndicate, 'The Freehold Investment and Banking Company of Australia', with the intention of forming an estate on the land.14 The recent establishment of the railway line and Caulfield Station in 1879 likely acted to earmark the land for development. In 1884, this amalgamated land was subdivided into smaller lots and placed on the market as the 'Epsom Estate' (effectively Caulfield East) – a name that invoked the famous Surrey township, which hosted England's most prestigious race ('The Derby') and played to the racing reputation of Caulfield.

Epsom Estate

By February 1884, the land that would become the Epsom Estate had been acquired by George Chambers and George Schoen Davies.15

Most of the precinct area derives from the original Epsom Estate subdivision of 1884, which included '140 (or 131) valuable building sites'. 16 The Epsom Estate was large, relating to four Crown Allotments (nos 14, 96, 97 and 98), including all the land between Queens Avenue (west) and Grange Road (east) and between the Gippsland Line (north) and Lord Street (south). Lots auctioned in Derby Crescent and Tattenham, Rosebery, and Lord streets were advertised at half the price as those with Frontages to Racecourse Road.¹⁷ The estate was divided in half by the Mordialloc (later Frankston) line. It was initially auctioned on 15 March 1884 by Robert Byrne. In the contemporary advertisements, the number of railway services from Caulfield Station -24 in each direction – was highlighted. 18

Newspaper promotion for the Epsom Estate's 140-odd 'Choice Villa Sites' for 'Racing Men, Horse Trainers, Builders, and Others' were intensive in the months leading up to the sale.¹⁹ The subdivision's boosterism was particularly effusive and illustrated the increasingly solidified contemporary belief in the suburban ideal:

To those who prefer vehicular travelling this estate [Epsom] offers peculiar advantages ... and certainly the finest drives out of Melbourne. from which charming and ever changing views may be obtained. Fine villas and more palatial structures, forming the residences of our most prosperous professional men and merchant princes, are seen on every hand, surrounded or almost hidden by their well kept gardens and shrubberies. EPSOM ESTATE. In approaching it from all points there are no long ranges of low tenements, or "back slums" of the city to be passed through. All the way from the city the road is one unbroken line of interest and beauty. Villa residences, with luxuriant gardens, intermingled with "peeps" of blue placid waters of the bay and invigorating draughts of fresh ozone. 20

Further details from the contemporary advertising were:

Close to the CAULFIELD and GLEN HUNTLY RAILWAY STATIONS, Opposite the CAULFIELD RACECOURSE. Unequalled for Scenery and Position, Having an Elevation of 200ft Above the Level of the Sea. To Speculators, Investors, Racing Mon, Horse Trainers, Builders, and Others.

Unparalleled Chance. Cheap Land, In EXCELLENT POSITION. HIGH and COMMANDING. VERY HEALTHY NEIGHBOURHOOD. NO DOCTOR'S BILLS.

131 ATTRACTIVE VILLA SITES, Subdivided in Various-sized LOTS to Suit The Most Capricious. WIDE STREETS. Perfect Drainage.21

- 14 Certificate of Title, volume 1853, folio 432
- 15 Certificate of Title, volume 1539, folio 617
- 16 'Business Notices', Melbourne Punch, 6 March 1884, p7.
- 17 'Sales of property', Age, 1 May 1884, p4
- 18 Argus,14 March 1884, p2. The number of the sites advertised in the estate varied but the following plan shows 131.
- 'Advertising', Age, 16 February 1884, p2
- 20 'Advertising', South Bourke and Mornington Journal, 12 March 1884, p2
- 21 Argus, 14 March 1884, p2

On the following Monday in 1884, the *Argus* outlined the outcome of the poor weather on the sales:

Mr Robert Byrne reports that in consequence of the inclemency of the weather on Saturday only 67 lots of the Epsom Estate at Caulfield were offered and realised satisfactory prices ... The balance of the estate will be submitted on Wednesday next at the rooms of Messrs C. J. and T. Ham Swanston street.²²

Although the remaining 64 villa sites east of the railway only were being offered,²³ few were sold at the second auction as sales from the first auction day totalled £3950 and in April was only slightly higher at £4070.



Epsom Estate, 1884, for the second auction date (19 March 1884).

As the plan reveals, the lots along Derby Crescent and those west of the railway in the estate were sold at the first auction date Note Rosebery Street is now Moodie Street and Bond Street is now Clifton Street. (Source: SLV)

²² 'Commercial Intelligence' Argus, 17 March 1884, p

²³ Argus, 18 March 1884, p2

Most of the land within the Railway Corridor Precinct (along Derby Crescent, both sides of Rosebery [later Moodie] Street, Bond [later Clifton] Street, and Leamington Crescent) was acquired by the Freehold Investment and Banking Company in the late 1880s.²⁴

Caulfield Station Estate

The northern end of the Railway Corridor Precinct, between Derby Crescent and Moodie Street (then Rosebery Street), along with land in the adjacent streets west of the railway line, was resold as 'Caulfield Station Estate' in January 1889.25 This section of the earlier Epsom Estate had been acquired by the Freehold Investment and Banking Company, who slightly reconfigured the lots. A plan shows 37 allotments, advertised as follows:

CAULFIELD STATION ESTATE

Adjoins the Railway Station.

FIRST CLASS "BUSINESS SITES. ADMIRABLE RESIDENTIAL LOTS"

To be Sold to highest Bidder.

Caulfield is Situated at the JUNCTION of the GIPPSLAND and CRIB POINT RAILWAY LINES.

Is Already, Most Important Business Centre, And Will Daily Become More and More so,

A Rapid Increase in the Value of the Land Offered is Therefore Certain.²⁶

Reporting of the sales shows the extent of the increase in land value over the ensuing seven-year period since the Epsom Estate auctions.

By direction of the Freehold Investment and Banking Company of Australia Limited, Messrs C. J. and T. Ham [The Mercantile Finance Trustees and Agency Company of Australia Limited held a subdivisional sale of the Caulfield Station Estate on Saturday last in the presence of a fair attendance. Seventeen lots were offered and all sold, Racecourse-road realising from £4 10s to 7 per foot, Derby-crescent from £2 5s. to £2 10s, and Epsom street from £2 10s to £2 12s 6d; total £3,270 16s.27

Lots along Derby Crescent were worth less than those on Racecourse Road (Queens Avenue) and the side streets, such as Epsom; likely the closer location of Racecourse Road and Epsom Street to the racecourse increased the value of the lots.



Caulfield Station Estate 1889.

(Source: SLV, incorrectly identified as 1882)

- Certificate of title, volume 1539, folio 617
- 25 Argus, 17 January 1889, p3
- 26 Age, 16 January 1889, p2
- 27 Argus, 21 January 1889, p7

The Freehold Investment and Banking Company was the third company established by one of Melbourne's notorious 'land boomers' Matthew Davies, in 1882, with his brother in charge. In early 1892, the company closed its doors and its directors were prosecuted for financial maleficence. At the time of its demise, the *Age* commented that 'No magician could have a more happy potency for converting paper profits into solid cash, and distributing them in dividends'.²⁸

Late Victorian Period Development

While the land in the Railway Corridor Precinct was fully subdivided during the 1880s, minimal development occurred during the final phase of the 19th century. Rate books indicate that much of the undeveloped land remained in the ownership of the Freehold Investment and Banking Company, which went through a long and complex period of liquidation.²⁹

Most of the area within the precinct were vacant allotments in 1900,³⁰ however, by this year, a few residences had been constructed, such as *Beleura* (21 Leamington Crescent) on Lot 77. By 1894, two members of the Born family, Alfred and Alfred E B, the former a 'gentleman' from Brighton and the latter, an Essendon-based stereotyper, had purchased the site.³¹ A few years later, in 1897, an eight-roomed brick villa had been erected and occupied by John S Irvine, a 'draper'.³² Around this stage, the Irvines (John and his wife Clara) were added to the Certificate of Title with the Borns (and another couple, the Astons of Elsternwick).³³ They shared ownership of the property until 1916.³⁴ The dwelling was the earliest built along Leamington Crescent or one of the first within the Epsom Estate more broadly.³⁵

Federation Period

As Victoria gradually came out of the 1890s economic depression, construction began to recommence in the precinct about 1905, primarily to the northern and central sections, and gained pace during the 1910s.

According to the Sands & McDougall's directories, by 1906, four residences had been built in the precinct: two in Derby Crescent, one on Learnington Crescent (no. 21, built 1897), and one in Moodie Street (then Roseberry Street).³⁶

In 1909, the land on Leamington Crescent between Tattenham and Clifton streets was sold by the Freehold Investment and Banking Company.³⁷ Two of the three lots were further subdivided soon after and the extant houses constructed:

- Nos 11 and 12: single lot, subdivided, Isabella Paul
- Nos 13 and 14: single lot, subdivided, Mary Burnett
- No. 15: Fourth Permanent Building Society

Development activity was initially concentrated on Leamington Crescent. In May 1909, 'four good building blocks, having each a frontage of about 81ft by depth varying from 141ft to 187ft' were advertised.³⁸ These likely related to land in the middle section of the crescent in the vicinity of Tattenham Street (where original blocks of these dimensions were located). In the following year, 'a villa, five room, on land 82ft by 150-170ft' was sold for £415, likely being no. 15. Land was also sold – 150 x 160ft – likely relating to two of the original blocks (which were generally about 80ft or so wide).³⁹ In June 1911, two villas of five rooms, £389 each, were sold on Leamington Crescent.⁴⁰

Michael Cannon, *The Land Boomers*, Melbourne University Press, 1966/1973, pp157-59

²⁹ Caulfield Rate books, 1901, pp45-46

³⁰ Sands & McDougall's directories, various editions 1896-1900

Certificate of Title, volume 2528, folio 470

Caulfield rate book, 1897, entry no. 3128

Certificate of Title, volume 2665, folio 811

Certificate of Title, volume 993, folio 485

Sands & McDougall's directories, various editions 1896-98

Sands & McDougall's directory, 1906; Note that the directories are often about a year behind the rate books. Caulfield Rate books, 1906, pp142-144.

³⁷ Certificate of Title, volume 1853, folio 432

³⁸ 'Advertising', *Brighton Southern Cross*, 8 May 1909, p5

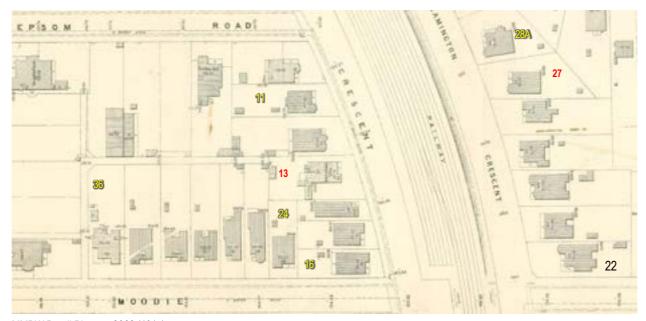
³⁹ 'Suburban', *Argus*, 12 May 1910, p10

^{40 &#}x27;Country and suburban', *Herald*, 8 June 1911, p3

By 1910 an additional three houses had been erected in the precinct – now totalling seven houses – consisting of two on Derby Crescent, four on Learnington Crescent, and one on Moodie Street. 41 Rate books indicate these residences were weatherboard and generally consisted of five or six rooms.42

In the ensuing two years, substantial construction occurred on Learnington Crescent, such that by 1912, there were eleven houses on that street, bringing the total to 16 houses (along with three on Derby Crescent and one in Moodie Street). 43 Also in 1912, land at the north end of Leamington Crescent was offered for sale - consisting of six splendid building allotments facing Lorne Street and Leamington Crescent – as part of the sale of Rowbury's nursery adjacent on Grange Road.⁴⁴ This land had been acquired by Thomas Rowbury in 1908.45

Detailed MMBW plans in the precinct area were prepared in 1915. By this time, 52 houses had been erected in the Railway Corridor Precinct, 48 of which survive (over 90 per cent). By this time, Leamington Crescent was fully developed, while Derby Crescent and Moodie Street had largely consolidated. The southwestern end of the precinct was the least developed, with vacant allotments to Clifton Street.



MMBW Detail Plan no. 2062 (1915).

Northern end of the precinct showing the original Federation period buildings to 11 to 16 Derby Crescent, 22 to 28A Learnington Crescent 24 to 36 Moodie Street with buildings. All but two of these survive at 13 Derby [Mountain Villa] and 27 Learnington crescents (noted in red). (Source SLV)

Sands & McDougall's directory, 1910; Caulfield Rate books, 1910, pp78-82

⁴² Caulfield Rate books, 1906 and 1910, pp141-144 and pp78-82

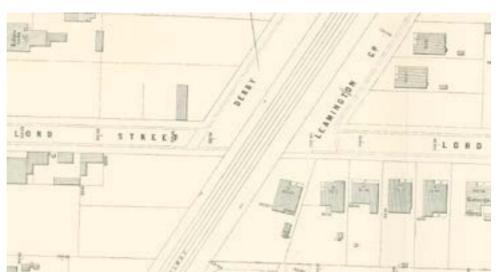
⁴³ Sands & McDougall's directory, 1912

⁴⁴ 'Advertisement', Brighton Southern Cross, 30 November 1912, p7

⁴⁵ Certificate of Title, volume 1853, folio 432



MMBW Detail Plan no. 2063 (1915).
Central section of precinct: 17 to 31 Derby Crescent, 15-23 Moodie Street, and 11 to 21 Learnington Crescent
Street. All of these houses survive except the original those at 23 and 31 Derby Crescent or *Belmont*, as well as 15 Learnington Crescent (noted in red). (Source SLV)



1915 MMBW Detail Plan no. 2064, showing the underdeveloped southern-west end of precinct. (Source SLV)

The following table summarises the houses constructed within the precinct area according to the MMBW plans of 1915. The five houses from the Federation period which have been demolished/replaced are noted. The western part of the original Epsom Estate area (outside the precinct) was also extensively developed, but much more change has subsequently occurred in this section.

Street	Houses erected
Clifton Street	none
Derby Crescent	11, 12, 13 (dem.), 14, 15, 16, 17, 18, 19, 20, 21, 22, 23 (dem.), 24, 25, 26, 27, 28, 29, 30, 31 (dem.), 32
Leamington Crescent	11, 12, 13, 14, 15 (dem.), 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27 (dem.), 28A
Moodie Street	15, 17, 19, 21, 23; 24, 26, 28, 30, 32, 34, 36

The rate books provide details of the range of professions of the occupants, such as plumber, builder, foreman, butcher, clerk, manufacturer, fruiterer, land salesman, and patent agent.46

Interwar Period

During the interwar period, development in the precinct primarily occurred in two main phases: circa 1920 and from the mid to late 1930s. Nine buildings in total (equating to nearly 14% of the building stock) were constructed at this time, however, five were comprised of semi-detached pairs.

Another intense period occurred about 1920. At this time, the five semi-detached brick pairs at 33-34, 35-36 Derby Crescent and those nearby at 17-19, 21-23, and 25-27 Clifton Street were all constructed. The former were investment properties for Mrs L. E. Meyers of 32 Queens Avenue and the latter were initially owned by W. H. Shilston Junior.⁴⁷

During the mid to late 1920s, two houses were erected at 25 Moodie Street by 1925 (demolished).

An aerial photograph taken in 1931 confirms that most of the land in the precinct area had been developed by this year. The only vacant sites were clustered at 37-39 Derby Crescent. The aerial also suggests that more houses may have been originally clad in terracotta tiles than is currently the case (as they appear dark).

Caulfield Rate books, 1913, pp37-39

Caulfield Rate books, 1922, pp52-53; 1924, pp61-62



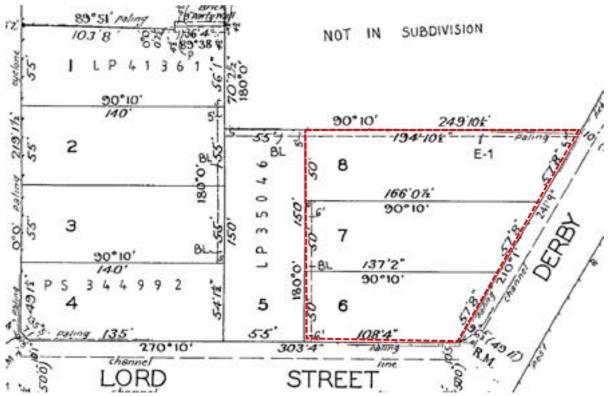
1931 aerial photograph. Vacant sites at 37-39 Derby Crescent (dashed), and a recently constructed house at 25 Moodie Street (arrow). (Source: Landata, *Project no. 5*, Frame 2477)

The last significant development phase occurred during the mid to late 1930s, after the Great Depression caused another lull in building activity.

The group of three adjacent buildings at 37-39 Derby Crescent resulted from a 1935 subdivision, that also included the adjoining properties on Queens Avenue. 48 The pair of houses at 37 and 38 Deby Crescent were completed during 1936 and the other—39

⁴⁸ Subdivision Plan LP13,968 (16.08.1935)

Derby Crescent - were completed by 1938.49 The house at 27 Moodie Street also dates from about 1936,50 resulting from a subdivision of 64 Queens Avenue.



LP13968, dated 1935. Highlighting the land associated with 37-39 Derby Crescent. (Source: Landata)

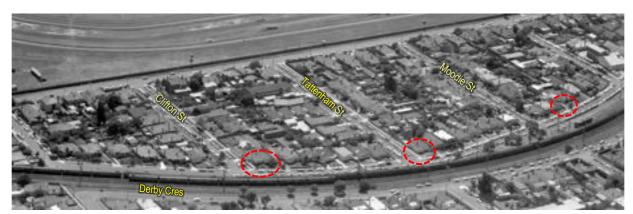
The 1945 aerial photograph below shows the precinct area as fully developed.

Caulfield Rate Books, 1936, p78; and 1938, p80 Caulfield Rate Books, 1936, p81, entry no. 2910 49 50



1945 aerial photograph. Capturing the final phase of construction at 37-39 Derby Crescent and 27 Moodie Street (dashed). (Source: Landata, Project no.5, Run 15, frame 57777)

A tangential aerial of precinct from 1969 (seen below) captures the middle to the southern end of the precinct, depicting 11 to 39 Derby Crescent as well as sections along Clifton and Moodie streets. Along Derby Crescent, the lower fences and less extensive planting to the front yards allowed for greater visibility of many of the facades.



1969 oblique aerial photograh Derby Crescent facing east, towards Caulfield Racecourse. The image shows 11 to 39 Derby Crescent, as well as 24-36 Moodie Street. Original houses at 13, 23, and 31 Derby Crescent survived at that time (highlighted). (Source: Jim Payens, Aerial View of Caulfield Racecourse & Surrounding Suburb, Victoria, 20 Dec 1969, Musuems Victoria Collections, Item MM 134850)

Since that time, six original houses have been replaced at 13, 23, and 31 Derby Crescent; 25 Moodie Street; as well as 15 and 27 Leamington Crescent.

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The Railway Corridor Precinct is one of three residential precincts in Glen Eira that primarily encompasses buildings from the Federation and Interwar periods. More precincts relate fully to the interwar years, reflecting the municipality's major phase of consolidation over the course of the 1920s and 1930s, especially in the southern and eastern parts of Glen Eira. A few other precincts include an earlier Victorian period phase in the north and western parts of the municipality – North Caulfield and Elsternwick – which were developed first.

The Railway Corridor Precinct comprises a significant number of intact Federation houses. Most Federation houses in the precinct are built in the Queen Anne style, which was a dominant style in Australian architecture in the decades before and after 1900. The improvement in public transport around this time accelerated suburban expansion, making the single-storey house situated its own block of land an achievable goal of most middle-class families. Whilst maintaining a simple plan shape, Queen Anne style residences were highly ornate, featuring prominent gables, ornamental brackets and fretwork/frieze, tall chimneys, decorative glass, and bay windows. Often, such residences were situated within picturesque gardens, connecting with the growing contemporary ideals of the garden suburb.

There are four other precincts in the municipality which bear some comparison with the subject precinct but also clear differences:

- Bailey Avenue and Myrtle Street environs, East St Kilda (HO68). A small precinct with some larger, more upmarket versions of the same type of housing. For instance, more houses are of brick construction and most roofs are clad in terracotta tiles, with a few clad in slate in Bailey Street. There has also been more change to HO68.
- Carnegie Residential Precinct (HO178) to the east of Grange Road has a similar mix of mainly Federation period buildings with some Interwar period examples. The Federation period houses are generally economical, timber-framed versions of the Queen Anne style; however, an array of different detailing to the gable ends (e.g., rising sun motif is more common and there are several houses with a band of cross cut-outs or the like) and façade walls is evident suggesting other builders were operating in that precinct. The range of stylistic elements of the houses dating to the 1930s or later part of the interwar period are also different and there is no comparison with the group of semi-detached pairs near the corner of Derby Crescent and Clifton Street.

- Elsternwick Estate and Environs (HO72) is much larger, with most of the building stock constructed in brick. There are
 substantial houses (including some mansions) from the Victorian, Federation, and Interwar periods, as well as an array of
 modest housing types. Many of the streets have distinct blocks of housing similar types and from the same period. Most of
 the buildings stock dates to the earlier periods Victorian and Federation with much less from the Interwar period. The
 Federation period housing to the north end of Elizabeth Street is masonry and more substantial/elaborate than those in the
 subject precinct.
- Caulfield North Estate and Environs (HO14) is larger with a broader range of housing stock, including some substantial buildings (including flats). Many date to the Victorian period, with a lesser proportion from the Federation and Interwar periods. Generally, of brick construction, there are a few similar timber Federation period examples for instance, in Malakoff Street and Normanby Avenue but they do not form consistent groupings/streetscapes as in the subject precinct. Other points of difference relate to several transitional style houses (part Victorian/part Federation period) on Malakoff Street and Carnarvon Road.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheets 26 and 29, dated 1990:

- 25 Derby Crescent, 21 Leamington Crescent, and 28A Leamington Crescent D grade (of local interest)
- Nos 11- 24 and 26- 39 Derby Crescent, 24- 36 Moodie Street, 17-21 Clifton Street, and 11-21 and 22-27 Learnington Crescent – N grade (not significant)

Part of the area is currently included in a neighbourhood character overlay (NCO2) – *Edwardian Era Significant Character Areas*. This overlay recognises that the housing along Derby Crescent 'are highly consistent in terms of scale, form and siting', and as such is 'significant as [a] substantially intact streetscape'.⁵¹

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy system controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Glen Eira City Council, 'Schedule 2 to the neighborhood character overlay', Glen Eira Planning Scheme

Extent of Heritage Overlay

It is recommended that the Railway Corridor Precinct be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of Heritage Overlay (Source: Nearmap, May 2022)

Gradings Table

No	Street	Grading
17	Clifton Street	Contributory
19	Clifton Street	Contributory
21	Clifton Street	Contributory
23	Clifton Street	Contributory
25	Clifton Street	Contributory
27	Clifton Street	Contributory
11	Derby Crescent	Contributory
12	Derby Crescent	Contributory
1/13	Derby Crescent	Non-contributory
2/13	Derby Crescent	Non-contributory
14	Derby Crescent	Contributory
15	Derby Crescent	Contributory
16	Derby Crescent	Contributory
17	Derby Crescent	Contributory
18	Derby Crescent	Contributory
19	Derby Crescent	Contributory
20	Derby Crescent	Contributory
21	Derby Crescent	Contributory
22	Derby Crescent	Contributory
23	Derby Crescent	Non-contributory
24	Derby Crescent	Contributory
25	Derby Crescent	Contributory
26	Derby Crescent	Contributory
27	Derby Crescent	Contributory
28	Derby Crescent	Contributory
29	Derby Crescent	Contributory
1/30	Derby Crescent	Contributory
2/30	Derby Crescent	Non-contributory
31	Derby Crescent	Non-contributory
32	Derby Crescent	Contributory
33	Derby Crescent	Contributory
34	Derby Crescent	Contributory
35	Derby Crescent	Contributory

No	Street	Grading
36	Derby Crescent	Contributory
37	Derby Crescent	Contributory
37B	Derby Crescent	Non-contributory
1/38	Derby Crescent	Contributory
2/38	Derby Crescent	Non-contributory
39	Derby Crescent	Contributory
11	Leamington Crescent	Contributory
12	Leamington Crescent	Contributory
13	Leamington Crescent	Contributory
14	Leamington Crescent	Contributory
16	Leamington Crescent	Non-contributory
17	Leamington Crescent	Contributory
18	Leamington Crescent	Contributory
19	Leamington Crescent	Contributory
20	Leamington Crescent	Contributory
21	Leamington Crescent	Contributory
22	Leamington Crescent	Contributory
23	Leamington Crescent	Contributory
24	Leamington Crescent	Contributory
25	Leamington Crescent	Contributory
26	Leamington Crescent	Contributory
27	Leamington Crescent	Non-contributory
28A	Leamington Crescent	Contributory
15	Moodie Street	Contributory
1/17	Moodie Street	Contributory
2/17	Moodie Street	Non-contributory
19	Moodie Street	Contributory
21	Moodie Street	Contributory
23	Moodie Street	Contributory
24	Moodie Street	Contributory
25	Moodie Street	Non-contributory
27	Moodie Street	Contributory
26	Moodie Street	Contributory
28	Moodie Street	Contributory

No	Street	Grading
30	Moodie Street	Contributory
32	Moodie Street	Contributory
34	Moodie Street	Contributory
36	Moodie Street	Contributory

QUEENS AVENUE PRECINCT

Address 18–30 and 34–96 Queens Avenue and 3 Derby Crescent, Caulfield East

Significance Local

Construction Dates Circa 1900 to 1940s

Periods Federation and Interwar

Date Inspected Late 2019





86 Queens Avenue

30-30A Queens Avenue

Statement of Significance

What is Significant?

The Queens Avenue Precinct is significant. It developed from around 1900 to the early 1940s as a prestigious residential address in the Caulfield area.

The significant components are generally intact residences dating from the Federation and interwar periods, which are identified as contributory, including the following original elements:

General:

- Intact single-storey buildings, many with an attic level and dormer, and two-storey houses,
- · Consistent setbacks and general front garden settings,
- Basalt kerbing and channelling, also basalt across the intersection of Moodie Street, and
- Original concrete crossovers, driveways and footpaths,
- Basalt laneway to the rear of 82 92 Queens Avenue, between Epson Street and Derby Crescent.

Federation period:

- Roof forms (gambrel, hipped with gable end), clad in terracotta tiles, often with cresting and finials, and exposed rafter ends,
- Dormers, some with balconies,
- Red brick chimneys, often with rendered caps, strapwork, or terracotta pots,

- Red brick walls, often with bands/areas of smooth and/or roughcast render, tuck-pointed facades, one fully roughcast,
- Gable ends with roughcast render and timber members (bargeboard, brackets, etc.),
- Verandahs with varying form (bullnose, skillion, hipped or continuous) and corrugated metal sheeting, turned timber posts, timber fretwork and brackets, decks usually tiled with a few timber.
- Timber-framed windows with double-hung sashes and/or casements with toplights,
- Porthole windows,
- Leadlighting and stained glass,
- · Faceted, bowed, or squared bay windows, and
- Panelled timber doors with upper glazing, usually with transom windows and sidelights.

Interwar period:

- Roof forms (gabled or hipped) with un/glazed terracotta and concrete tile cladding, a few with dormers and balconies,
- Exposed rafter ends to bungalows,
- Chimneys mostly brick, some rendered,
- Clinker brick walls, with some tapestry brick or tuckpointing, and smooth or roughcast render,
- Porches with masonry piers and balustrade, and tiled decks,
- Timber-framed windows mostly double-hung sashes with upper sash detailing (multipaned, etc.),
- Leadlighting and stained glass to upper sashes,
- Faceted or squared bay windows,
- Timber doors, some paired, with glazing, and
- Original low brick fences, some with metal gates (nos 18-20, 22-22A, 26, 28-28A, 30-30A, 40-1/40, 48, 50, 72, 78, 84, 96)
- Original outbuildings (nos 30-30A)

Contributory places:

- Queens Avenue: nos 18-20, 22-22A, 24, 26-26A, 28-28A, 30-30A, 38, 40, 1/40, 46, 48, 50, 52-54, 56-58, 60-62, 64, 66, 68, 70, 72, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96
- Derby Crescent: no. 3

Non-contributory places:

Queens Avenue: nos 28B, 34, 44

How is it Significant?

The Queens Avenue Precinct is of historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The *Queens Avenue Precinct* is of historical significance as illustrative of affluent main road residential development in Caulfield during the first four decades of the 20th century. While three houses had been erected during the 19th century, this layer has been lost except for no.32 (HO137), and it was not until about 1905 that development recommenced though this time with more force. The early phase saw construction concentrated at the north end and corner blocks. Dormers and associated balconies were standard features of these Federation period houses, thus affording views across the racecourse opposite. During the subsequent interwar period, this trend of incorporating upper-level viewing areas continued but was less pronounced. Initially, many early residents took advantage of the location and the precinct had strong associations with the racing industry, including horse trainers, owners, bookmakers, jockeys and veterinarians. (Criterion A)

The Queens Avenue Precinct is significant for architecturally being one of the premier residential precincts in the municipality as it includes a high proportion of largely intact residences, mainly distinctive examples from the Federation and interwar periods

(about half from each period). While most are free-standing and relatively substantial buildings, there are some smaller semi-detached pairs from the interwar period, which often present as one individual building. The precinct includes several fine examples of the Queen Anne idiom (e.g., nos 38, 64, 66, 80, 84, 86 and 94) from the Federation period with their characteristic palette of red brick and render to the walls and terracotta tile-clad picturesque roofscapes, featuring gable ends, dormers and tall chimneys, and timber detailing to the verandah. There is also an array of distinguished examples of popular interwar styles – primarily bungalows from the 1920s (e.g., nos 40, 48, and 50) and from the 1930s the Tudor Revival (no. 72), Tudor-Moderne (no. 78), Georgian Revival (no. 30-30A) and Mediterranean/Spanish Mission styles (no. 28-28A). The interwar housing stock feature materials and detailing characteristic of that period, such as clinker brick and/or rendered walls, glazed terracotta tiles to the roof, and complimentary fence designs. Several houses are notable for their striking and individual designs, especially those on the corner allotments. The generally high level of quality is evidenced by the consistent inclusion of leadlight and stained-glass windows. The precinct is also noteworthy for the extent of original dormer windows (usually with a balcony) from the Federation period and either balconies or dormers from the Interwar period, which are uncommon in the Glen Eira area with the predominance of dormers in this streetscape presenting as a rare example in the municipality. (Criterion E)

Description

The long, linear *Queens Avenue Precinct*, opposite the eastern boundary of the Caulfield Racecourse, extends along Queens Avenue from Derby Crescent in the north, where the terrain is slightly higher, to the south of Lord Street. The northernmost house on Derby Crescent (no. 3) is also included.

Within the public realm, basalt has been utilised for kerbing and channelling in Queens Avenue and for remnant paving across the intersection of Moodie Street and is evidence of early street formation. Basalt paving has also been employed in the rear lane behind 82-92 Queens Avenue. During the interwar period, concrete crossovers were introduced within the precinct. The footpath paving is also concrete though it postdates the crossovers. There is also a narrow verge with tree plantings, primarily established paperbacks (*Melaleuca*) with some juvenile deciduous species.

The buildings encompassed within the precinct date to the early 20th century and are set back from the front and side boundaries with gardens of varying density, with a few having planting that largely conceals the house. Many fences are not original – timber pickets, high masonry or timber paling; however, several original low interwar brick/rendered fences remain.

The building stock is a mix of single and two storey masonry residences with several of the former including an attic level with a dormer to the front, some also with a balcony – reportedly to take advantage of bay views. They range from semi-detached pairs to more substantial examples, though mainly villas or bungalows in type.

The intactness of the individual buildings in the precinct is high, with only one heavily altered house (no. 44) and one infill late 20th century townhouse at no. 34.

Federation period (approx. 1900-1915)

Roofs of the Federation period residences are hipped with prominent gable ends in a complex or picturesque combination. Roofs are predominantly clad in unglazed terracotta tiles, though one is clad in slate. Many feature decorative ridge tiles and finials, as well as exposed rafter ends. Chimneys are generally tall with corbelled, roughcast rendered caps. Windows are timber-framed, with both casements and double-hung sashes employed, often featuring some stained glass and leadlight with floral motifs in an Art Nouveau style inspired mode. Bay windows to the gable ends, usually faceted or bowed, were common. Return/corner verandahs were supported by turned timber posts with decorative fretwork and brackets.

Wall finishes and detailing vary according to the selected style. Most examples reflect the Queen Anne style and have red brick walls, often tuckpointed, with some rendered elements (banding, gable ends, etc.). This design mode was indebted to the aesthetics and ethos of the Arts & Crafts Movement, popular in Britain and the United States during the late 19th/early 20th century, with its emphasis on the employment of vernacular/local and 'natural' materials. It represented a decisive shift from the classicising formality of the late Victorian period.





38 Queens Avenue.

80 Queens Avenue.

Towards the end of the Federation period, the Arts & Crafts Movement came to dominate, as indicated by the increased employment of roughcast render to the walls and chimneys. Chimneys usually featured a flat/narrow cap rather than a corbelled cap (no. 12).





82 Queens Avenue.

64 Queens Avenue.

Interwar period (approx. 1916-40)

During the early part of the interwar period (1920s), the bungalow style was all-pervasive. Various sub-types were utilised across Melbourne, with the Californian and Arts & Crafts styles most commonly represented in the Queens Avenue Precinct.

Bungalows characteristically have an informal design that reflects the influence of the Arts & Crafts aesthetic, especially in their combination of 'natural materials'. Bungalows usually had clinker and/or red brick walls, some with tuckpointing and were often part and sometimes fully rendered. Broad gable roofs were typical, with either a principal transverse or perpendicular ridges. Roofs are predominantly clad in glazed terracotta tiles, though a few were clad in concrete tiles and had exposed rafter ends to their timber-lined soffits. Chimneys usually had a square cross-section and were finished to complement the walls. Windows were universally double-hung sashes, often with bay or boxed framed windows to the front, and upper sashes were differentiated (e.g. multipaned).





44 Queens Avenue.

96 Queens Avenue.

During the late interwar period (1930s), a diverse range of design idioms occurred within the precinct. Examples include interrelated Mediterranean and Spanish Mission (nos 28-28A), Georgian Revival (no. 30-30A), Tudor-Moderne (no. 46, 78), and Old English/Tudor Revival (no. 72) styles. Hip roofs were typical except for the Tudor Revival, for which at least one gable end was a prerequisite. Walls are smooth rendered, some with tapestry/clinker brick trim (plinth, sills, etc.) or clinker brick. Windows are usually double-hung sashes, often with the upper sash displaying some differentiation – multipaned or leadlight with a geometric design. Key stylistic identifiers include:

- Mediterranean and Spanish Mission arched loggias or porches,
- Georgian Revival symmetrical façades with Tuscan-order columns to a porch,
- Moderne curved corners, especially to balconies, and a pronounced horizontal emphasis with 'speedlines' or banding, and
- Tudor Revival gabled ends with corbelling and patterning in tapestry bricks.



28 Queens Avenue.



30/30A Queens Avenue.

Low brick fences, often part/rendered in a manner to complement the walls of the associated house, were typical during the interwar years and most retain this feature in the precinct.





46 Queens Avenue.

72 Queens Avenue.

Schedule

The following table summarises key details of each contributory place as well as one non-contributory sites (the heavily altered original house at no. 44) to the *Queens Avenue Precinct*. The construction dates derive from either the Caulfield rate books, *Sands & McDougall's* street directories, or newspaper references source from Trove. House names where known are italicised.

No.	Construction date (approx.) + period	Details
18-20	1934 Interwar	Hip roof, corrugated sheet metal cladding (originally concrete tiles), pair with nos 22-22A Rendered with clinker brick trim No. 18 – retains chimney, side entry No. 20 – front porch with shouldered arch, two storey additions and garage, chimney removed, non-original window frames and doors Original fence
22-22A	1934 Interwar	Hip roof, concrete tiles, chimney, pair with nos 18-20 Rendered with clinker brick trim, rear additions, leadlight No. 22 – front porch with Tudor arch No. 22A - side entry Original fence
24	By 1915 Federation	Kazoo Queen Anne style Pyramidal/hip roof, terracotta tiles and finials, chimneys Red brick, rendered lintels and banding, basalt sills, verandah with timber frieze
26-26A	1934 Interwar	Hip roof, concrete tiles, tall chimneys with no. 26A to front with tapestry brick panel Rendered with clinker brick trim including plinth, quoining/voussoirs, ached porches Original fence to no. 26
28-28A	By 1939 Interwar	Spanish Mission influence Two storey, slate hip roof, soffit, chimney Rendered with clinker brick trim to windows, stair with Baroque profile Original fence with piers increased in height, rear additions

No.	Construction date (approx.) + period	Details
30-30A	By 1939 Interwar	Georgian Revival influence Two storey, symmetrical, concrete tiled hip roof, timber soffit, central chimney Clinker brick, porch with Tuscan order columns and covered balcony with railing above, multipaned sashes Original fence, garages Replaced a Victorian period house, similar to that at no. 32. John Leek was an early occupant.
38	By 1909 Federation	Grandview, for John Leek senior, commercial agent Queen Anne style Two storey, hipped roof, terracotta tiles and cresting, chimneys, gable end with rough cast render Red brick, tuck-pointed, cream brick lintels, basalt sills, timber verandah (shingled fascia, turned posts, balustrade, and frieze), original entry with decorative glass, multipaned upper sashes
40 + 1/40	1927-30 Interwar	Arts & Crafts Bungalow For Horace Leek Gable roof, terracotta tile clad, chimneys, rafter ends, two dormers (larger one original, smaller dormer an addition) Rendered walls with clinker brick base and trim, porches with arch, geometric glass Original brick fence Non – original garage
44	By 1910 Federation	Stapley Initially L Phillips, then Norman Meyers by 1916, Rosier early 1920s, later John Leek Possibly much altered original house with second storey added, mostly rendered though red brick to north elevation
46	1938 Interwar	Tudor-Moderne influence Two storey, terracotta tiled hip roof, slatted soffit, tall chimney with elaborate cap Clinker brick with cream tapestry brick lintels, curved corner (porch and balcony with railing), glass brick near entry, horizontal glazing bars to original windows (some replaced) Original low brick fence
48	By 1924 Interwar	Californian Bungalow Gabe roof, terracotta tile clad, chimneys, rafter ends Rendered walls, brick base (overpainted), porch with tiled deck, paired doors, faceted bay window with roof suspended by chains Original brick fence with gate, concrete path
50	Circa 1927 Interwar	Arts & Crafts Bungalow Jerkinhead roof, glazed terracotta tile clad, battered chimneys, rafter ends Rendered walls with clinker brick trim, porches with battered piers and arches Original brick fence, concrete path

No.	Construction date (approx.) + period	Details
52-54	1921-22 Interwar	Part of group with nos 56-58, 60-62 Broad hipped roof, terracotta tiles, chimney, gable end with battens Red brick (overpainted), piers to porch/verandahs
56-58	1921-22 Interwar	Part of group with nos 52-54, 60-62 Broad hipped roof, terracotta tiles, chimney, gable end with battens No. 56: red brick, gable end with battens No. 58: wide piers, part tapered to verandah
60-62	1921-22 Interwar	Part of group with nos 52-54, 56-58 Broad hipped roof, terracotta tiles, chimney, gable end with battens Red brick (overpainted), altered windows and verandah with timber posts
64	By 1910 Federation	Ladymeade For Bell Queen Anne style Hipped roof with gable ends, terracotta tiles and cresting, chimneys, dormer Red brick, tuck-pointed, banding, rough cast render to gable end, verandah
66	By 1915 Federation	Hexham Queen Anne style Hipped roof and gable ends with rough cast render, terracotta tiles and cresting, chimneys, dormer Red brick, tuckpointed, rendered bands, corner verandah with timber posts and fretwork and tiled deck, bay windows, decorative glass
68	1925 Interwar	Bungalow with attic level Gable roof, terracotta tiles and finials, chimneys Rendered and brick
70	By 1934 Interwar	Bungalow Hip roof, terracotta tiles, tall chimneys, dormer Rendered walls, inset porch, geometric glass
72	By 1934 Interwar	Tudor Revival style Gable roof with attic level, terracotta tile clad, tall chimneys Rendered walls with tapestry brick trim, balconies, recessed porch, lead light Original low masonry fence
78	By 1939 Interwar	Tudor-Moderne style Gable roof with attic level, terracotta tile clad, tall chimneys Rendered walls with clinker brick trim (banding, etc.), curved balcony with railing above porch Original low masonry fence

No.	Construction date (approx.) + period	Details
80	By 1907 Federation	Ingliston For Norman Leek, horse trainer
	1 odoradori	Queen Anne style
		Hipped roof with gable ends, terracotta tiles and cresting and finials, chimneys, dormer with balcony
		Red brick, render (banding and gable end), gable ends with rising sun motif to timbering, corner verandah with turned timber posts and frieze, curved bay, decorative glass
82	By 1905	Stromness
	Federation	For F. C. Moffitt
		Queen Anne style
		Hipped roof with gable ends, terracotta tiles and cresting, prominent chimneys
		Red brick, gable end with half-timbering and rough cast render, verandah with timber posts and fretwork, faceted bays, decorative glass
84	By 1907	Reiss
	Federation	Queen Anne style
		Hipped roof with gable end, terracotta tiles and cresting and finials, chimneys, dormer and balcony
		Red brick, render to gable end and banding, verandah with timber posts and fretwork, decorative glass
		Masonry fence, tuck-pointed brick (overpainted) with rendered piers may date to late Federation/Interwar period
86	By 1914	Randwick
	Federation	For E Eccles
		Queen Anne style
		Hipped roof with gable end, slate clad and terracotta to ridges, chimneys, dormer with enclosed balcony
		Red brick, frieze with rough cast render, porch with brick piers, decorative glass
88	By 1918	Queen Anne style
	Federation	Hipped roof with rough cast render to gable end, terracotta tiles and finials, chimneys, dormer
		Red brick, verandah with timber posts, curved bay windows, decorative glass
90	1925	Californian Bungalow
	Interwar	Gable roof, concrete tiles, one squat and one tall chimneys, dormer
		Roughcast rendered walls, gable end with shingled skirt, porch
92	By 1907	Highbury, previously Stonyford
<i>52</i>	Federation	Pair with no. 94, for E F Tayler
	1 odoladoli	Queen Anne style
		Hipped roof with gable end, terracotta tiles, rafter ends, chimneys, dormer, rear upper floor addition
		Rendered (non-original), decorative timbering and rough cast render to gable end, decorative glass, verandah with timber posts and brackets

No.	Construction date (approx.) + period	Details
94	By 1907	Kyogle, also Manhattan
	Federation	Pair with no. 92
		Queen Anne style
		Hipped roof with gable end, terracotta tiles, rafter ends, chimneys, dormer
		Red brick, rough cast render detailing, verandah with timber posts and frieze, decorative glass
96	1924	Bungalow
	Interwar	Half gambrel roof, glazed tiles, exposed rafter ends, chimney, dormer, rafter ends
		Red brick with clinker brick highlights, porch, bay window with flat roof
		Original red brick fence, concrete path
3 Derby	By 1915	Queen Anne style
Crescent	Federation	Hipped roof with gable ends, terracotta cresting, finial and tiles, rafter ends, chimneys, dormer, rear addition
		Red brick with brown brick banding, timbering and rough cast render to gable end, decorative glass, verandah with timber posts and brackets

History

Context

The City of Glen Eira encompasses the unceded Country of the Boonwurrung/Bunurong and Wurundjeri Woi Wurrung peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran. East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year. The majority of the southern half was made available as large block holdings from May 1853.2 Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.3 Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.4

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats - exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.6 The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.7

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2.000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

² 'Advertising', Argus, 27 May 1853, p9

³ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', Victorian Government Gazette, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



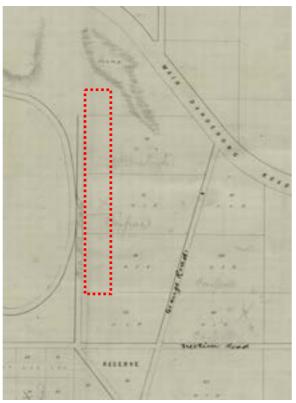
'The Complete Modern Villa' Kooyong Road – Caulfield's residential population and footprint exploded during the interwar years. (Source: *Australian Home Builder*, May 1924, p28)

⁹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

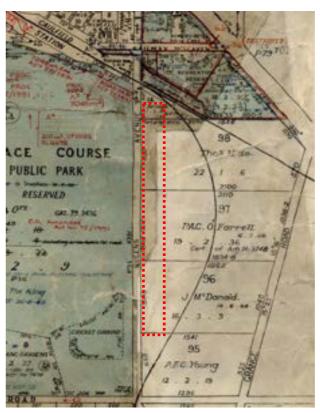
Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-specific

The land in the Queens Avenue Precinct derives from parts of four Crown Allotments in the Parish of Prahran, East of Elsternwick. Three of the Crown Allotments were part of the original/early survey, whereas the smaller, northernmost parcel was part of a later release. This northern section was not included in the initial survey as it was located within a seasonal area of lowlying marsh/lagoon sometimes referred to as 'Black Swamp' (now East Caulfield Reserve).



1857 plan, approximate location of the precinct dashed. (Source: Suburban allotments in the parish of Prahran at Caulfield, SV)



Later edition of the parish plan. (Source: Landata, Parish of Prahran East of Elsternwick [and at Caulfield] P81[11])

Two of the Crown Allotments were acquired in 1858 and another in 1864. Details (purchaser, area, etc.) of the three initial Crown Allotments released are summarised in the following table.

No.	Date of Purchase	Purchaser	Area
96	14 June 1864	J. McDonald	16 acres, 3 roods, 9 perches
97	16 February 1858	Peter A. C. O'Farrell ¹¹	19 acres, 2 roods, 36 perches
98	16 February 1858	Thomas Hide	22 acres, 1 rood, 6 perches

The other portion – no. 14, section VII – was much smaller at 1.5 acres (1 acre, 2 roods) and was released about 20 years later. It was purchased by Edward Denbeigh on 26 November 1879, the year in which the Caulfield railway station was opened. Denbeigh owned several holdings elsewhere in Caulfield and Malvern.¹²

An Irish immigrant, O'Farrell (circa 1828-98) was 'one of the largest land-owners' in Victorian and the brother of Henry James O'Farrell, who attempted to assassinate the Duke of Edinburgh at Clontarf, Sydney, in 1868. In the wake of his brother's execution, O'Farrell pracised law for over a decade in the United States of America before returning to Melbourne in the early 1880s. He became entangled in a bitter financial dispute with the Catholic Archbishop Goold, who he wounded with a revolver in 1882, for which he was subsequently incarcerated. ('Death of Mr P. A. C. O'Farrell', Advocate, 22 October 1898, p7)

¹² Murray and Wells, From sand, swamp and heath, p269

After the establishment of the railway line, subdivision occurred in earnest during the 1880s, between Queens Avenue (then Racecourse Road) and the railway line. It is likely that no development occurred in the precinct area prior to this time.

Epsom Estate

By February 1884, the land that would become the Epsom Estate had been acquired by George Chambers and George Schoen Davies.¹³

Most of the precinct area derives from the original Epsom Estate subdivision of 1884, which included '140 (or 131) valuable building sites'. The *Epsom Estate* was large, relating to four Crown Allotments (nos 14, 96, 97 and 98), including all the land between Queens Avenue (west) and Grange Road (east) and between the Gippsland Line (north) and Lord Street (south). The estate was divided in half by the Mordialloc (later Frankston) line. It was initially auctioned on 15 March 1884 by Robert Byrne. In the contemporary advertisements, the number of railway services from Caulfield Station – 24 in each direction – was highlighted. 15

Newspaper promotion for the Epsom Estate's 140-odd 'Choice Villa Sites' for 'Racing Men, Horse Trainers, Builders, and Others' were intensive in the months leading up the sale. 16 The subdivision's boosterism was particularly effusive and illustrated the increasingly solidified contemporary belief in the suburban ideal:

To those who prefer vehicular travelling this estate [*Epsom*] offers peculiar advantages ... and certainly the finest drives out of Melbourne, from which charming and ever changing views may be obtained. Fine villas and more palatial structures, forming the residences of our most prosperous professional men and merchant princes, are seen on every hand, surrounded or almost hidden by their well kept gardens and shrubberies. EPSOM ESTATE. In approaching it from all points there are no long ranges of low tenements, or "back slums" of the city to be passed through. All the way from the city the road is one unbroken line of interest and beauty. Villa residences, with luxuriant gardens, intermingled with "peeps" of blue placid waters of the bay and invigorating draughts of fresh ozone. ¹⁷

Further details from the contemporary advertising were:

Close to the

CAULFIELD and GLEN HUNTLY RAILWAY STATIONS.

Opposite the CAULFIELD RACECOURSE.

Unequalled for Scenery and Position,

Having an Elevation of 200ft Above the Level of the Sea.

To Speculators, Investors, Racing Mon, Horse Trainers, Builders, and Others.

Unparalleled Chance. Cheap Land, In EXCELLENT POSITION. HIGH and COMMANDING. VERY HEALTHY NEIGHBOURHOOD. NO DOCTOR'S BILLS.

131 ATTRACTIVE VILLA SITES, Subdivided in Various-sized LOTS to Suit The Most Capricious. WIDE STREETS.

Perfect Drainage¹⁸

On the following Monday in 1884, the *Argus* outlined the outcome of the poor weather on the sales:

Mr Robert Byrne reports that in consequence of the inclemency of the weather on Saturday only 67 lots of the Epsom Estate at Caulfield were offered and realised satisfactory prices ... The balance of the estate will be submitted on Wednesday next at the rooms of Messrs C J and T Ham Swanston street.¹⁹

Although the remaining 64 villa sites east of the railway only were being offered,²⁰ few were sold at the second auction as sales from the first auction day totalled £3950 and in April was only slightly higher at £4070.

Certificate of Title, vol. 1539, folio 617

¹⁴ 'Business Notices', *Melbourne Punch*, 6 March 1884, p7.

¹⁵ Argus,14 March 1884, p2. The number of the sites advertised in the estate varied but the following plan shows 131.

¹⁶ 'Advertising', *Age*, 16 February 1884, p2

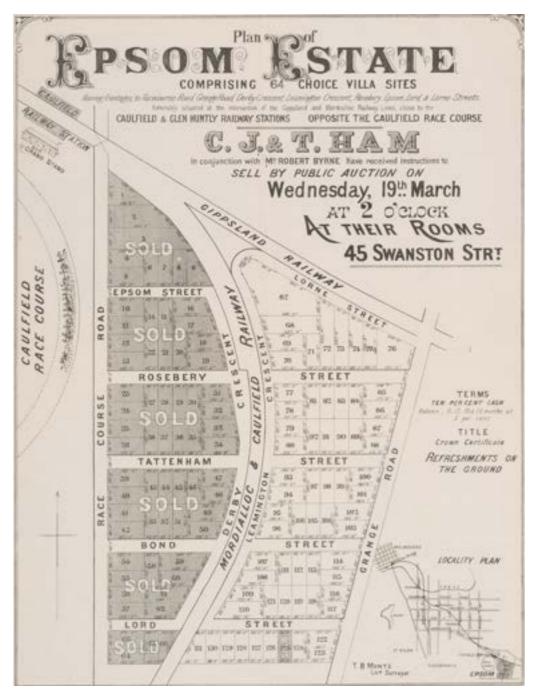
¹⁷ 'Advertising', South Bourke and Mornington Journal, 12 March 1884, p2

¹⁸ Argus,14 March 1884, p2

¹⁹ 'Commercial Intelligence' Argus, 17 March 1884, p

²⁰ Argus, 18 March 1884, p2

From the outset, the land on Queens Avenue (initially Racecourse Road) was seen as the most valuable as it sold between 18s and 34s per foot, which was at least double that paid for land in the side streets (9s to 16s).21



The Plan of the Epsom Estate, 1884, for the second auction date (Wednesday 19 March 1884). It shows how all the lots along Queens Avenue (and west of the railway in the estate) were sold at the first auction date Note Roseberry Street is now Moodie Street and Bond Street is now Clifton Street. (Source: MAP RM, SLV)

The title shows that initially, most of the land was acquired by the Freehold Investment and Banking Company, with a few sections along Racecourse Road initially transferred to other individuals and entities - Robert Byrne, Ernest Henry Lawson, Patrick Ryan, and the Federal Building Society.²²

²¹ 'Commercial Intelligence', Argus, 30 April 1884, p4

²² Certificate of Title, vol. 1539, folio 617

Caulfield Station Estate

The northern end of Queens Avenue – between Derby Crescent and Moodie Street (then Roseberry Street), along with land in the adjacent streets west of the railway line, was resold as 'Caulfield Station Estate' in January 1889.²³ This section of the earlier Epsom Estate had been acquired by the Freehold Investment and Banking Company, who slightly reconfigured the lots. A plan shows 37 allotments, advertised as follows:

CAULFIELD STATION ESTATE

Adjoins the Railway Station.

FIRST CLASS "BUSINESS SITES. ADMIRABLE RESIDENTIAL LOTS"

To be Sold to highest Bidder.

Caulfield is Situated at the JUNCTION of the GIPPSLAND and CRIB POINT RAILWAY LINES,

Is Already, Most Important Business Centre, And Will Daily Become More and More so,

A Rapid Increase in the Value of the Land Offered is Therefore Certain.²⁴

Reporting of the sales shows the extent of the increase in land value over the ensuing seven-year period since the Epsom Estate auctions and, that once again, land on Queens Avenue (still Racecourse Road) was about twice as valuable as that in the side streets.

By direction of the Freehold Investment and Banking Company of Australia Limited, Messrs C. J and T Ham [*The Mercantile Finance Trustees and Agency Company of Australia Limited*] held a subdivisional sale of the Caulfield Station Estate on Saturday last in the presence of a fair attendance. Seventeen lots were offered and all sold, Racecourse-road realising from £4 10s to 7 per foot, Derby-crescent from £2 5s. to £2 10s, and Epsom street from £2 10s to £2 12s 6d; total £3,270 16s.²⁵



Caulfield Station Estate 1889.

(Source: Haughton collection, SLV - note SLV identifies this record incorrectly as 1882)

²³ Argus, 17 January 1889, p3

²⁴ Age, 16 January 1889, p2

²⁵ Argus, 21 January 1889, p7

The Freehold Investment and Banking Company was the third company established by one of Melbourne's notorious 'land boomers' Matthew Davies in 1882, with his brother in charge. In early 1892, the company closed its doors and its directors were prosecuted for financial maleficence. At the time of its demise, the Age commented that 'No magician could have a more happy potency for converting paper profits into solid cash, and distributing them in dividends'.26

Late 19th century development

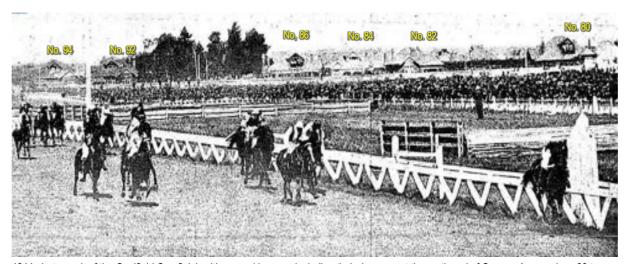
While the land along Queens Avenue was fully subdivided during the 1880s, minimal development occurred during the final phase of the 19th century. Rate books indicate that much of the undeveloped land remained in the ownership of the Freehold Investment and Banking Company, which went through a long and complex period of liquidation.²⁷

Two residences were constructed during the late 19th century, all in the southern half of Queens Avenue, being the pair at 30 and 32 (both brick), of which only the house at no. 32 survives.²⁸ The two houses were built by 1890 when it was still known as Racecourse Road. In that year, they were both vacant.²⁹ Two years later, the two houses were occupied by Frederick Lang and George Dumsday.³⁰ Given its proximity to the Caulfield Racecourse, many of the early residents were trainers, jockeys, bookmakers, veterinarians, etc. The first of such figures related to the racing industry was horse trainer John Leek, who was residing at no. 30 by 1896.31 By 1901, he had established training stables at the site or adjacent.32

Federation period

After a lull of about 15 years, construction in the precinct recommenced about 1905, initially at the northern end, as between 1905 and 1907, three houses were constructed between Epsom Street and Derby Crescent – no. 82, and the pair at 92 and 94. In addition, the house on the opposite corner of Epsom Street at no. 80 was built for another member of the Leek family, Norman, who was also a trainer.33

A 1911 image of the Caulfield Cup shows the north end of Queens Avenue (which is captured more commonly as it is in the background of the finish line) with six extant houses - nos 80, 82, 84, 86, 92 and 94. Dormers are evident to all houses in this group except no. 82, which remains the case. Well-established trees are apparent at no 88 and 90 (or to their rear).



1911 photograph of the Caulfield Cup finish with several houses, including their dormers, at the north end of Queens Avenue (nos 80 to 94) visible in the background. (Source: Leader, 28 October 1911, p29)

²⁶ Michael Cannon, The Land Boomers, Melbourne University Press, 1966/1973, pp157-59

²⁷ Caulfield Rate books, 1901, pp45-46

²⁸ 32 Queens Avenue, HO137 and outside the precinct boundary, was one of a pair constructed in 1888, the other since demolished (no. 30).

²⁹ Sands & McDougall directories, 1890, p151.

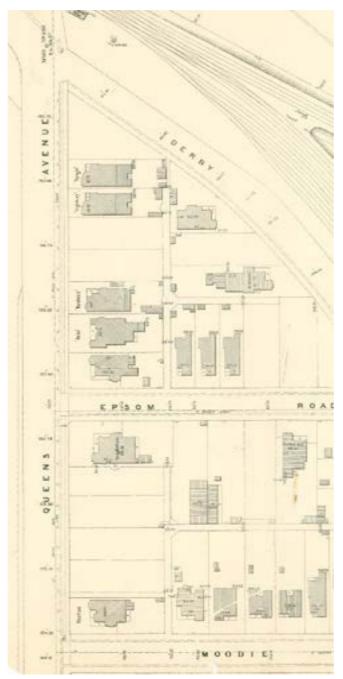
³⁰ Sands & McDougall directories, 1892, p182

^{31 `} Sands & McDougall directories, 1896, p169

³² Sands & McDougall directories, 1901, p216

³³ Sands & McDougall directories, 1905, p212 and 1907, p221

The detailed MMBW plans in the precinct area were prepared in 1915. By this time, 17 houses had been erected on Queens Avenue as well as that at 3 Derby Crescent. As was the trend, houses were generally named, in part as street numbers were not necessarily fixed when only partial development had occurred. The northernmost block – between Epsom Street and Derby Crescent - has the highest concentration of Federation period examples with nos 82, 84, 86, and the pair at nos 92-94. Across the rest of the precinct, Federation development was dispersed though had occurred on several of the corner blocks – nos 64 and 66, either side of Moodie Street (originally Roseberry Street); the substantial house *Grandview* for John Leek, senior at no. 38 (by 1909 on the north corner of Clifton, formerly Bond Street)³⁴; and no. 24 at the southern corner of Lord Street. The other houses constructed by this time was no. 44 (now much altered).



1915 plan – MMBW Detail Plan no. 2062 Northern end of precinct, nos 66 to 96 – all of the houses depicted on Queens Avenue survive (Source: SLV)



1915 plan – MMBW Detail Plan no. 2063 Middle part of precinct, nos 32 to 64 – all on Queens Avenue survive (Source: SLV)

Caulfield Rate Books, 1909, p199, entry no. 4306. The house was likely designed by an architect, but no tender notice has been found.



1915 plan - MMBW Detail Plan no. 2064 Southern end of precinct, nos 18 to 30 - the houses depicted on Queens Avenue survive except for those dashed (no. 30). (Source: SLV)

Interwar period

Interwar period infill development occurred in two main phases, during the early to mid-1920s and mid to late 1930s. Some further subdivision occurred, which allowed for some semi-detached pairs or multi-residential (flats). For instance, the three semidetached pairs at nos 52-54, 56-58 and 60-62 were built for Mrs Mary F. Powell between 1920 and 1922. Individual houses constructed during the 1920s were those at nos 40 (for Horace Leek), 48, 50, 68, 90 and 96.

The following circa 1927 photograph captures the infill that had occurred between the mid-1910s and mid-1920s at the northern end of the precinct. The northernmost block (between Epsom Street and Derby Crescent) was the only part to be fully developed as nos 88, 90 and 94 had by then been constructed.

In the next block (between Epsom Street and Moodie Street), the corner lots had been developed during the Federation period, with no. 68 erected prior in 1925, with nos 72 and 78 remaining vacant. At this time, there was some development at no. 70 with outbuildings or stables.



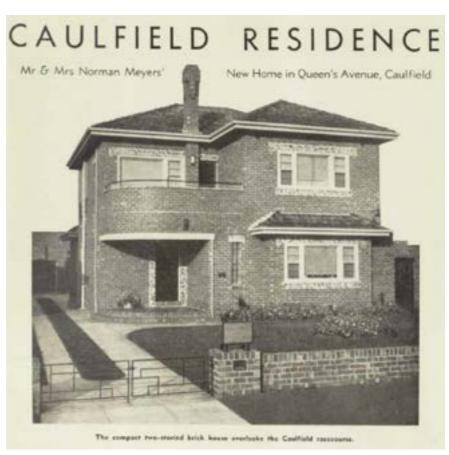
Circa 1927, north end of precinct across the racecourse (C. Pratt). Showing from no. 60 (right) to no. 96 (left). Dormers are evident to most houses. No. 70 has some outbuildings and nos 72 and 78 are vacant. (Source: SLV, H91.160/1648)

An aerial taken four years later in 1931 (reproduced page over) shows that about three-quarters of the lots in the precinct area had been developed. There were vacant sites at nos 26-28 and 72-78. Numbers 46 and 70, had been partly developed with some outbuildings but not a residence.

By this time, an extensive stabling complex had been constructed to the rear of 40 Queens Avenue for Horace Leek. Contemporary accounts indicate that it consisted of original timber loose boxes erected by his father Norman (died 1927), who resided next door at no. 38, and a recent brick stables that accommodated six thoroughbreds.³⁵ The stables were still standing in 1950 when no. 40 was sold by Horace Leek. At the time, the 82 x 150 feet site was described as comprising 'racing stables and seven roomed brick home', with the stables consisting of 'six brick and three timber stables and mens rooms'.³⁶

The last phase of development occurred during the mid to late 1930s, after the Great Depression-induced lull of building trades earlier in the decade. The first residences to be erected in this final phase circa 1934 were the adjacent semi-detached pairs at nos 18-20 and 22-22A and another nearby at nos 26-26A (north corner of Lord Street). Two freestanding houses were also built at the adjoining sites of nos 70 and 72.

During the late 1930s, two individual houses were erected at 46 and 78, and flats were constructed at adjacent sites at nos 28 and 30. Whereas buildings erected hitherto had been single storey or with an attic, except the example at no. 38, three of the final four buildings were two storey (nos 28, 30 and 46). Of these, the house at 46 Queens Avenue, designed and built by W. L. Fritzlaff, was featured in *Australian Home Beautiful* in late 1938.³⁷ The two-storey flats at nos 28 and 30 were developed for the estate of Mrs L. E. Meyers, 34 Queens Ave, as nos 26-26A had also been.³⁸



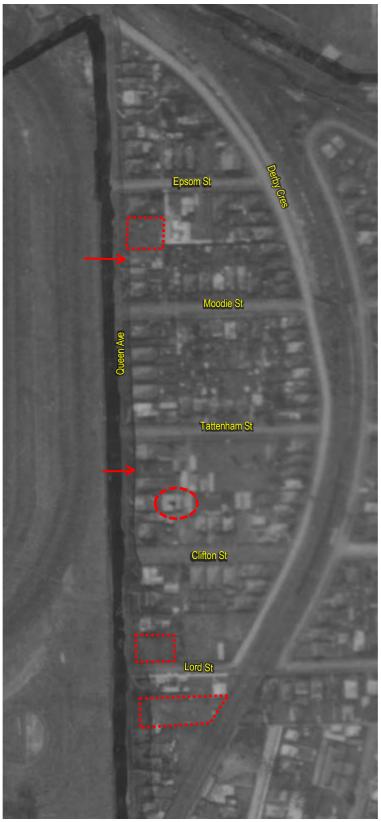
46 Queens Avenue soon after completion in 1938. (Source: Australian Home Beautiful, vol. 16, no. 11, November 1938, p17)

³⁵ 'Famous Australian Racing Establishments', *Sporting Globe*, 31 January 1934, p3. During his final years, when his health was failing, Norman Leek would enjoy the racing from the upper level of his verandah.

³⁶ Age, 15 November 1950, p7

³⁷ 'Caulfield Residence', *Australian Home Beautiful*, vol. 16, no. 11 (1 November 1938), pp17-19. Little is known about Wallace Fritzlaff except that he resided in Malvern during the 1920s and 1930s.

³⁸ Caulfield Rate Books, 1939, p80, entries 1976-1982



1931 aerial photograph.
Vacant sites at nos 18-22A, 26-28 and 72-78 (dashed), nos 46 and 70 have some outbuildings (arrow), the extensive stabling complex at the rear of no. 40 (circled). (Source: *Maldon Prison*, Frame 2477, Landata)

The 1945 aerial photographs below show the precinct area fully developed. Subsequently two original houses at the southern end – nos 30 and 34 – have been demolished and replaced.



1945 aerial photograph, north end. (Source: Project no.5, Run 15, Frame 57777, Landata)



1945 aerial photograph, south end - demolished houses, dashed .(nos 30 and 34) (Source: Project no.5, Run 15, Frame 57777)

A tangential aerial of 1969 (following) captures the middle to northern end of the precinct, depicting 56 to 96 Queens Avenue and the rear of 3 Derby Crescent, all of which survive. Lower fences and less extensive/established planting to the front yards allowed for greater visibility of many of the facades.



1969 oblique aerial photograh of the northern section of Queens Avenue.

Showing no. 56 (right) to no. 96 (left).

(Source: Jim Payens, Aerial View of Caulfield Racecourse & Surrounding Suburb, Victoria, 20 Dec 1969, Musuems Victoria Collections, Item MM 134817)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The Queens Avenue Precinct is one of only two residential precincts in Glen Eira comprised of buildings from the Federation and interwar periods. Most precincts relate fully to the interwar years, reflecting the municipality's major phase of consolidation over the course of the 1920s and 1930s, especially in the southern and eastern parts of Glen Eira. A few other precincts include an earlier Victorian period phase in the north and western parts of the municipality - North Caulfield and Elsternwick - which were developed first.

The principal comparative precinct in terms of commensurate periods of significance is the Carnegie Residential Precinct (HO178), however the building stock in that precinct is predominantly timber-framed and of a more modest scale. There are a few more substantial brick examples to the main thoroughfare included in the precinct – Grange Road – but none are two storeys, either fully or with an attic level as is commonplace along Queens Avenue. The dormers, in particular, are a highly distinctive element in the Queens Avenue Precinct which are otherwise uncommon, both in the municipality and more broadly in the metropolitan area. They are striking in their concentration (mainly at the northern end of the precinct).

There are five precincts which include building stock from the Federation and Interwar periods, which bear some comparison but also clear differences:

- Bailey Avenue and Myrtle Street Environs, East St Kilda (HO68). A small precinct that consists of a mix of timber and brick examples mainly from Federation period, with a few from the early Interwar period. Most roofs are clad in terracotta tiles, with a few clad in slate in Bailey Street. The buildings are generally less substantial and distinctive than those in the subject precinct and there has also been more change to HO68.
- Caulfield North Estate and Environs (HO14) is a larger precinct with a varied building stock. It includes several substantial houses from the Victorian, Federation, and interwar periods, as well as an array of modest housing types.
- Gladstone Parade (HO22) is a small linear precinct comprised of substantial mansions/houses from the late 19th to mid-20th century. Unusually many are two storeys.
- Elsternwick Estate and Environs (HO72) is larger with several substantial houses from the Victorian, Federation, and interwar periods, as well as an array of modest housing types. Many of the streets have distinct blocks of housing – similar types and from the same period. Most of the buildings stock dates to the earlier periods - Victorian and Federation - with

much less from the Interwar period. There is a similar quality of Federation period housing to the north end of Elizabeth Street, though none of these houses features dormers and there are no corner blocks for the strong diagonal emphasis common at this time to be so extensively employed.

• Glen Eira Road and Environs (HO73) is a precinct in Caulfield North consisting of substantial houses, primarily dating to the Interwar period. Bungalows are well represented as well as some of the later interwar period styles. This precinct is also situated along a main thoroughfare, but its subdivision derives from the grounds of a late 19th-century mansion Nithsdale.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheets 26 and 29, dated 1990:

- 30, 32, 38, 64, 66, 84 Queens Avenue C grade (of local significance)
- 24, 40, 50, 68, 80, 82, 86-96 Queens Avenue and 3 Derby Crescent D grade (of local interest)

Recommendations

Heritage Overlay Schedule Controls

No
No
No
Yes
No
No
No

Extent of Heritage Overlay

It is recommended that the Queens Avenue Precinct be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of heritage overlay. (Source: Nearmap, April 2022)

Gradings Table

No	Street	Significance
3	Derby Crescent	Contributory
18-20	Queens Avenue	Contributory
22-22A	Queens Avenue	Contributory
24 Queens Avenue		Contributory
26-26A	Queens Avenue	Contributory
28-28A	Queens Avenue	Contributory
28B	Queens Avenue	Non-Contributory
30-30A	Queens Avenue	Contributory
34	Queens Avenue	Non-Contributory
38	Queens Avenue	Contributory
40 + 1/40	Queens Avenue	Contributory
44	Queens Avenue	Non-Contributory
46	Queens Avenue	Contributory
48	Queens Avenue	Contributory
50	Queens Avenue	Contributory
52-54	Queens Avenue	Contributory
56-58	Queens Avenue	Contributory
60-62	Queens Avenue	Contributory
64	Queens Avenue	Contributory
66	Queens Avenue	Contributory
68	Queens Avenue	Contributory
70	Queens Avenue	Contributory
72	Queens Avenue	Contributory
78	Queens Avenue	Contributory
80	Queens Avenue	Contributory
82	Queens Avenue	Contributory
84	Queens Avenue	Contributory
86	Queens Avenue	Contributory
88	Queens Avenue	Contributory
90	Queens Avenue	Contributory
92	Queens Avenue	Contributory
94	Queens Avenue	Contributory
96	Queens Avenue	Contributory

BOORAN ROAD WEST PRECINCT

Address 107-109 (odds only), 115-119 (odds only), and 121A-127 Booran Road and 2

Lonsdale Street, Caulfield South

Significance Local

Construction Dates 1918-38

Period Interwar

Date Inspected Late 2019, August 2022



125 Booran Road

Statement of Significance

What is Significant?

The Booran Road West Precinct is significant. Its housing stock was constructed during the interwar years.

The significant components are the single-storey and attic-storey residences dating from the interwar years, which are identified as contributory, including the following original elements:

- Intact roof forms (gabled, hipped, jerkinhead) and cladding (un/glazed terracotta tiles),
- Exposed rafter ends,
- Chimneys, usually in square cross-section, either red/clinker brick or rendered,
- Various finishes to gable ends wall-hung shingling, half-timbering, timber lattice, weatherboard, render, etc.),
- Intact walls of red and clinker brick or render (roughcast or smooth),
- Red or clinker brick detailing, including plinths, bands, quoining, or corbelling,
- Tuckpointing,

- Front porches and associated ornamentation, including arches, tapered or square columns/piers, arcaded loggia, and balustrades,
- Timber-framed, double-hung sashes or 'picture windows',
- Bay windows (faceted or bowed),
- Leadlighting, patterned glazing, or multipaned effects generally concreted in the upper sash,
- Timber entrance doors, mainly double-leafed, most with glazing,
- Low masonry front fences (1/107 and 2/107, 109, 115, 117, 121A, 125, 127 Booran Road and 2 Lonsdale), and
- General garden setting.

Contributory places:

- Booran Road: 1/107 and 2/107, 109, 115, 117, 119, 121A, 123, 125, 127
- Lonsdale Street: 2

How is it Significant?

The Booran Road West Precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The *Booran Road West Precinct* is of historical significance as a demonstration of suburban growth in Caulfield South during the 1920s and 1930s, a period of marked development for the locality. The high-calibre detached houses, situated on ample allotments, also reflect the apparent prosperity of the original interwar residents and the area's appeal to Melbourne's expanding middle class. (Criterion A)

The *Booran Road West Precinct* is of representative significance as a compact group of commodious interwar masonry houses, which are generally intact. Californian style or Arts & Crafts 1920s bungalows define the precinct, establishing a consistent, high-quality material palette of terracotta tiles, red and clinker brick, and smooth or roughcast render. Also of note are some interspersed examples of late interwar influences, including the Moderne and Mediterranean idioms – sometimes in eclectic blends. As befit for houses addressing a principal roadway, forms and façades are individualised and consciously seek to establish a lively relationship with the public realm. An array of fine, original masonry fences complements the houses and streetscape. (Criterion D)

Description

The Booran Road West Precinct encompasses ten interwar period residences, all of which are contributory. These houses predominantly address the west side of Booran Road, south of its intersection with Glenhuntly Road, with one residence (no. 2) facing Lonsdale Street.

Houses are either single or attic storeys and situated on generally level, suburban allotments at a relatively consistent setback. Front gardens are lightly landscaped. Several of the places have retained original masonry fences. These are identified in the Schedule below.

The precinct's housing stock is that of mostly sizeable 1920s bungalows or 1930s houses.

Roofs are primarily gable types – transverse or street-facing single-ridge variants with front or side projecting gabled porches, many with exposed rafter ends. Hips are also present. There is a jerkinhead roof at 117 Booran Road. A review of historic aerials indicates that all contributory dwellings were initially clad in terracotta roof tiles, either unglazed or glazed. These remain at the majority of the dwellings or have been renewed.

Chimneys are prevalent. These are either brick (red/clinker) or rendered (smooth/roughcast), usually with a square cross-section and limited detailing, such as corbelling, an upper course of contrasting brick, or strapwork. Some retain terracotta pots.

Walls are of red brick, often with sections of clinker brick or render (rough/cast). Some walls are also wholly or largely of roughcast or smooth render.

Façade fenestration is generally unaltered. Windows have timber frames, mostly double-hung sashes, with some boxed. Bay windows are common, particularly at corners, with both bow and faceted types evident. Leadlighting, coloured glazing, and multipaned arrangements are frequent, with decorative detail often concentrated in the upper pane. Smaller horizontal 'picture' windows are often present near the porch. Entrance doors are also mostly original, with double-leafed timber variants with glazed sections and sometimes sidelights or transom windows.

Bungalows

In the wake of the First World War, bungalows advanced rapidly in popularity across Australia. The bungalow mode – a fusion of Pacific coast American housing imagery, British vernacular trends, including the Arts & Crafts ethos, and well-established Australian design approaches – was actively promoted by lending institutions and building magazines. By the late 1910s, the bungalow was widely considered as the epitome of middle-class housing; their desirability bolstered by a perceived informal ruggedness, scope for individual variation, and connections to the suburban ideal.¹

Several 'styles' of bungalows are identifiable across interwar Melbourne. In the precinct, the Californian and Arts & Crafts modes are prominent. The Californian-style bungalows tend to be less decorative and employ a more restrained roof form. The Art & Crafts bungalows are differentiated by their steeper roof pitches, sometimes including an attic storey. They often feature a more extensive utilisation of render. Both these classifications should be viewed loosely.

The bungalows typically display a concentration of decorative effects at primary gable ends and on porches, which were intended to present as focal features within the facade.

Other styles

The influence of other fashionable period styles is also visible in the late interwar houses, namely the Mediterranean and Moderne influences. These styles were interpreted by their contemporaries to communicate concrete images, such as 'progress' (the Moderne) or climatic/romantic sensibilities (Mediterranean). The application of these populist stylistic imports at the suburban level was rarely 'pure'. Instead, owners and speculative builders selected and blended various elements and motifs to produce lively façades – an approach definable as eclectic.

Schedule

The following table summarises key details of each contributory place in the *Booran Road West Precinct*. The construction dates derive from the Caulfield rate books and/or the *Sands & McDougall's* directories.

Photograph



Address and Key Attributes

1/107, 2/107 Booran Road

Californian bungalow style, 1921-22

Cross-gabled roof, glazed terracotta tiles

Gable end with weatherboards and lattice

Red brick walls and chimneys with clinker brick cap

Porch, partly enclosed, with clinker brick and roughcast finish

Boxed-framed windows

Original garage/outbuilding in south-west corner, roof clad in tiles, canopy/carport added in front

Original/early brick fence

Graeme Butler, *The Californian Bungalow in Australia*, Lothian Book, 1992, chapter 2; and John Clare, *The post-Federation house in Melbourne: Bungalow and Vernacular Revival styles 1900-1930*, Research Report, Faculty of Architecture and Planning, University of Melbourne, October 1984, passim

Photograph



Address and Key Attributes

109 Booran Road

Attic-storey with a cross-gabled roof (unglazed terracotta tiles), original dormer to rear
Pair of tapered rendered chimneys (recessed niches)
Gable ends with shingles, front gable end has a recessed balcony/sleep-out
Walls with textured render, clinker brick plinth
Projecting porch with clinker brick buttressing and an outwardly curving balustrade
Diamond quarrels, corner square bay window
Original red brick fence with rendered caps and

Arts & Crafts bungalow, Ponsonby, 1923-24



115 Booran Road

pergola (lychgate-like)

Federation Bungalow type, 1923

Hipped roof with gable end, terracotta tiles, corbelled red brick chimneys, rafter ends

Gable end with render, timber lattice to the apex

Red brick walls with remnant tuckpointing

Flat-roofed porch with clinker brick panels to the balustrade, timber posts, rendered coping

Bow and square bays, with separate roof, all with curved timber brackets and leadlighting, porthole windows

Original red brick fence with curvilinear rendered coping and steel rod



117 Booran Road

Arts & Crafts bungalow, 1923

Attic-storey with jerkinhead roof, terracotta tiles, original dormer windows, bargeboards and timber brackets, exposed rafter ends

Front recessed balcony enclosed, flanked by rendered paired pilasters

Red brick walls with soldier course banding and remnant tuckpointing

Flat-roofed porch with outwardly curving, clinker brick balustrade

Corner faceted bay, leadlighting

Original fence, which matches that at no. 115

Photograph



Address and Key Attributes

119 Booran Road

Arts & Crafts bungalow, 1921-22

Attic-storey, broad main gable with smaller rear gable, glazed tiles, exposed rafter ends

Walls mainly overpainted brick

Gable end with a shingled skirt, enclosed recessed balcony, rendered wall

Side porch with Tuscan order columns
Faceted bay windows, front porch with buttressing

Non-original fence



121A Booran Road

Moderne influence, 1937-38

Multi-tiered hipped roofs, glazed terracotta tiles, chimney

Rendered walls with banding and clinker-brick plinth, umber tapestry-brick panel to window

Two curved, cantilevered concrete canopies Banks of windows largely obscured

Low original fence, rendered with clinker brick plinth, steel gate with geometric motif



123 Booran Road

Californian bungalow style, 1918

Main transverse gable roof, terracotta tiles, red brick chimneys with terracotta pots, rafter ends

Porch, gable end with weatherboards, tapered/roughcast columns, on a brick balustrade

Red brick walls, windows with multi-paned upper sashes

Faceted bay window with skillion roof Later carport

Original fence, with added metal railing

Photograph



Address and Key Attributes

125 Booran Road

Arts & Crafts bungalow, 1918

Main transverse gable roof (bellcast profile), terracotta tiles, exposed rafter ends, battered chimneys

Front gabled bay and

Roughcast walls

Porch with shingles, piers puncture roof

Faceted bay window with shingled spandrel, quarrels, picture windows

Original roughcast and brick (overpainted) fence with tapered piers, tall at vehicular entry with beam (lynch-gate like)



127 Booran Road

Spanish Mission influence, 1932

Double tiered hipped roof, glazed terracotta tiles, chimneys with clinker brick motifs

Rendered walls face brick plinth

Porch with triple arcaded loggia, barley-twist columns, rosettes, terrazzo deck

Boxed window with curved timber glazing bar (central), geometric leadlighting, and canopy
Original fence of textured bricks, umber coping, and decorative steel railing



2 Lonsdale Street

Arts & Crafts bungalow, *Strathmon*t, 1921-22 Street-facing half-gabled roof with attic level, terracotta tiles, rafter ends, chimneys with terracotta pots

Gable ends with shingles

Roughcast rendered walls with clinker brick (plinth, quoining, and sills)

Porch with tapered columns and clinker brick piers Geometric leadlighting to upper sashes

Original roughcast fence with clinker brick plinth and tapered piers

Later carport

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹¹ It was during the early 20th century, that locales such as South Caulfield and Murrumbeena consolidated; apparently, on the back of an influx of English and Scottish immigration.¹² Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

¹⁰ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Murray and Wells, From sand, swamp and heath: A History of Caulfield, p116

Precinct-Specific

The Booran Road West Precinct formed part of Crown Allotment 62 in the Parish of Prahran, East of Elsternwick, which was acquired by Montague Gabriel Newton in May 1853.¹³ Newton's ownership was brief, for, by September that year, both Crown Allotments 62 and 63 had been sold to members of the Rothschild family, prominent Anglo-Jewish London bankers through their Melbourne-based relative/agent Leslie Jacob Montefiore.¹⁴ At the time, it appears that the growth of Melbourne (pre-Gold Rush) had attracted the attention of the Rothschilds, who set out to acquire land for speculative purposes.¹⁵

By September 1853, both Crown Allotments 62 and 63 (adjoining) had been purchased by the English branch of the Rothschilds, the internationally prominent family of Jewish bankers, through their relative Leslie Jacob Montefiore. ¹⁶ Leslie and his father, Jacob Barrow Montefiore, had travelled to Melbourne in 1851 as agents for the Rothschilds, who took an interest in the Victorian gold rush. ¹⁷



Early parish plan of the Caulfield district, with Crown Allotment 62 shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

Booran Road was laid and maintained as a 'government road' as early as 1857. Its name may stem from the Aboriginal word for 'ant'. 18

¹³ 'Advertising', *Argus*, 27 May 1853, p9

Application file for transfer of land to Torrens title no.6874. The relationship between the Rothschilds and the Montefiores arose when Sir Moses Montefiore in 1812 and Nathan Mayer Rothschild in 1806 married sisters Judith and Hannah Barent-Cohen. This connection was strengthened by subsequent marriages between members of the two families.

Niall Ferguson, The House of Rothschild: The World's Banker 1849-1999, vol. 1, Penguin Book, 2014, passim

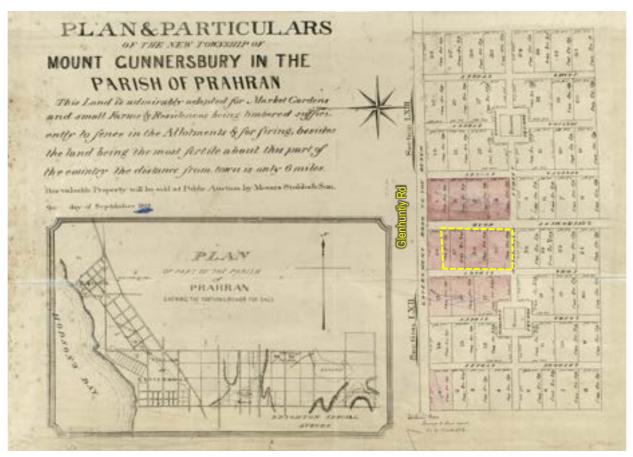
Application file for transfer of land to Torrens title no. 6874. The relationship between the Rothschilds and the Montefiores arose when Sir Moses Montefiore (1812) and Nathan Mayer Rothschild (1806) married sisters Judith and Hannah Barent-Cohen, a connection strengthened by subsequent marriages between two families.

In 1855 Jeffrey Cullen took over as the Rothschilds' agent after Jacob Montefiore went bankrupt. Niall Ferguson, The House of Rothschild: The World's Banker 1849-1999 (New York, Penguin Books, 2014)

Murray and Wells, From sand, swamp and heath, p267; and Suburban Allotments in the Parish of Prahran at Caulfield, March 1857, SLV

Soon after the Rothschilds' acquisition, a plan was prepared for the subdivision of Crown Allotment 62 and 63, with 56 allotments of roughly one acre each arranged in a grid pattern around two central square reserves. The subdivision, which may have been the earliest attempt at suburban development east of the original Village of Elsternwick (now the north part of Brighton), was referred to as the 'new township of Mount Gunnersbury', a name which undoubtedly derived from the Rothchilds' London estate *Gunnersbury Park*.¹⁹

Many of the street names indicated on the subdivision plan (Rothschild, Laura, Emma, Augusta, Justina, James and Latrobe) appear to reference members of the Rothschild and Montefiore families. All but one (never laid, Justina) are in use today.²⁰ The *Mount Gunnersbury* allotments were advertised in October 1853 as being 'admirably adapted for market gardens, small farms, and villa residences' and being close to the proposed railroad to Brighton.²¹ Only some of allotments were sold in 1853, including the northern half of the precinct. The name Mount Gunnersbury does not appear to have been widely adopted. In 1855, Jeffrey Cullen took over as the Rothschilds' agent after Montefiore declared bankruptcy.²²



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. Pink shaded allotments have been sold, including land in the precinct north of Lonsdale Street. (Source: SLV, available online)

In 1874, the unsold southern part of the precinct was transferred into Torrens title in the name of brothers Baron Lionel Nathan de Rothschild and Sir Anthony Nathan de Rothschild, baronet.²³ Resubdivision followed that year and fifteen 'villa residence' allotments, of about 3 to 4 acres each, were offered for auction, described as follows:

Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, dated 1853, SLV, available online

As indicated on the 1853 subdivision plan, Justina Street was intended to lie between, and run parallel to, Augusta and James streets. Glen Huntly and Booran roads were referred to as 'Government Roads' on the plan.

²¹ 'Advertising', *Argus*, 17 October 1853, p9

Application file for transfer of land to Torrens title no.6874; and Ferguson, *The House of Rothschild: The World's Banker 1849-1999*, passim

²³ 'Advertising', *Argus*, 18 August 1874, p8; and Certificate of Title, vol. 695, folio 944.

The land is situate in the best part of Caulfield, and is very high ground, commanding most beautiful views. It has been in the hands of the present owners for many years, and from the number of purchasing inquiries must be a much coveted spot.²⁴

All fifteen allotments had sold by 1875.25

By the late 1910s, the holdings in the precinct were in the hands of an array of different figures.²⁶ Residential development occurred in separate bursts along Booran Road, most likely undertaken by local contractors. Two bungalows appeared in 1918 (nos 123 and 125), followed by a marked phase of growth in the early 1920s (nos 1/107 + 2/107, 109, 115, 117, 119 and 2 Lonsdale Street), and consolidation over the late 1930s (nos 121A and 127). Refer to the Schedule.

During the interwar period, Booran Road was (and is) one of the key north-south routes in the municipality. Along its course, substantial chiefly brick bungalows were erected. Their size, alongside their high-quality character and individualised designs, attests to the consciousness of inhabitants to their main road status. It is also illustrative of the role played by domestic design, across the early 20th century, in attesting to the material success and social standing of the occupants.



Circa 1931 oblique aerial photograph, facing south-east showing the rears of 1/107 + 2/107 and 109 Booran Road and 2 Lonsdale Street. Note garage, etc. at rear of no.107 (existing – red arrow).

(Source: Charles D Pratt, Large town, showing residential area and parks, SLV, H91.160/1588)

^{&#}x27;Advertising', Age, 3 October 1874, p8

²⁵ Certificate of Title, volume 695, folio 944

²⁶ Certificate of Title, volum 3740, folio 819



1945 aerial photograph with the precinct outlined. (Source: *Melb. and Metropolitan Project*, No. 5, Run 14, Frame 57714, Landata)

Thematic Context/Comparative Analysis

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The *Booran Road West Precinct* is one of several residential heritage overlays included on the Schedule to the Glen Eira Planning Scheme with a contributory housing stock comprised exclusively or predominantly of interwar period suburban development. This prevalence of precincts with similar origins reflects the expansive growth of the municipality, particularly in the South Caulfield area, over the 1920s and 1930s. This phase continues to underlie the built character of the locale but is under pressure from higher-density contemporary activities.

The Booran Road West Precinct's collection of comparably large-scale bungalows and other popular styles, all of brick construction with tiled roofs, is illustrative of the material and aesthetic expectations of the comfortable ranks of Melbourne's interwar middle class. The group is also distinguished by its general intactness, particularly when viewed from the public realm,

and its 'main road' status. This purposeful design to the siting along a major regional artery is expressed in the dwelling's wellexecuted façades and high quality.

Only a small number of interspersed residences in this precinct derive from the 1930s, with the bulk appearing over the early-tomid 1920s. Accordingly, the predominantly early interwar character of the precinct makes it less comparable to others in the municipality that developed at the end of the period, such as the Hillcrest Avenue and Environs (HO32), Glen Huntly Park Estate and Environs (HO28), Vadlure Avenue and Balaclava Road (HO76), or Bruce Court and Environs (HO86). Largely or wholly the product of the 1930s, these precincts illustrate the shift in domestic design over the decade towards eclecticism (materiality and form beginning to replace applied decoration as the main method of communication); qualities that are appreciable at 121, 121A and 127 Booran Road.

More comparable precincts in Glen Eira are those with a preponderance of 1920s bungalows, including:

- Glen Eira Road and Environs (HO73). A precinct in Caulfield North consisting of commodious/substantial houses located along main roads - Bambra, Glen Eira and Kambrook roads. Many dwellings in this precinct are bungalows, though there are also some Federation villas and late interwar period residences. Derived from the carved-up grounds of a late 19th-century estate, Nithsdale. It includes a greater array of 1930s houses including examples in the Mediterranean/Spanish Mission styles, which are not represented in the subject precinct. Another difference is that all the houses are all masonry.
- Bentleigh Residential Precinct (HO69). A sizable residential precinct, predominantly of the late 1920s and characterised by modest brick houses with a high proportion of bungalow modes with some revival styles (Spanish Mission, Old English, Moderne).
- Ormand Precinct (HO75). An expansive, chiefly early interwar development formed by economical weatherboard bungalows. Also includes some Victorian and Federation dwellings, a few commercial stretches along North and McKinnon roads, and a school.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21 (1990):

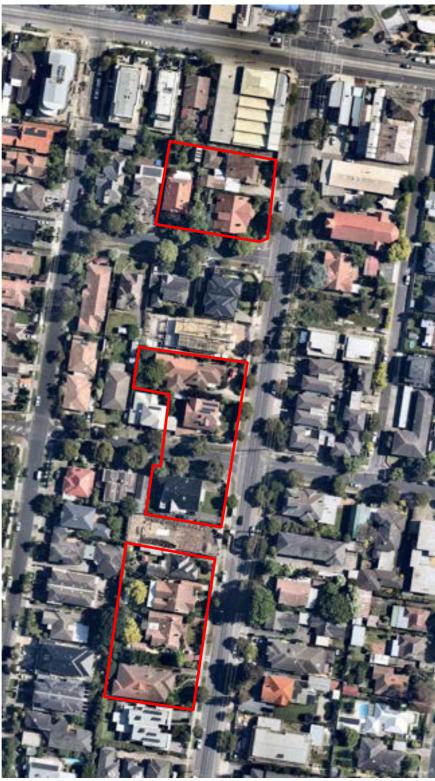
- 109 and 125 Booran Road D grade (of local interest)
- All other properties N grade (not significant)

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy system controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Extent of Heritage Overlay

It is recommended that the Booran Road West Precinct be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of heritage overlay. (Source: Nearmap, December 2022)

Gradings Table

No	Street	Significance
1/107	Booran Road	Contributory
2/107	Booran Road	Contributory
109	Booran Road	Contributory
115	Booran Road	Contributory
117	Booran Road	Contributory
119	Booran Road	Contributory
121A	Booran Road	Contributory
123	Booran Road	Contributory
125	Booran Road	Contributory
127	Booran Road	Contributory
2	Lonsdale Street	Contributory

CAULFIELD SOUTH INTERWAR COMMERICAL PRECINCT

Address 1000-1010 Glenhuntly Road (evens only), Caulfield South

Significance Local

Construction Dates 1921-22 and 1936-41

Period Interwar period

Date Inspected Late 2019



Left to right, 1010 to 1000 Glenhuntly Road

Statement of Significance

What is Significant?

The Caulfield South Interwar Commercial Precinct is significant. It developed as a compact local retail strip in two stages during the interwar period, the early 1920s and late 1930s/early 1940s. Commercial use has been maintained at most of the buildings in the precinct.

The significant components are the single-storey and two-storey interwar commercial buildings in the precinct, including the following elements:

- Intact parapets and first floors,
- Roofs, clad in corrugated metal sheeting or terracotta tiles, and chimneys,
- Intact masonry walls, including overpainted sections, render, Roman brick banding or motifs, and pilasters,
- Decorative or projecting rendered elements, including dentilation, corbelling, plat bands, lintel/sills, recessed/angled slots, etc.,
- Timber and steel-framed windows,
- Cantilevered canopies,
- Original shopfront elements, including recessed entries, pressed metal ceilings, masonry thresholds, tiled lobbies, tiled/brick

stallboards, metal framing, shopfitter badges, timber-framed half and full-glazed doors, and highlight windows, and

• ghost historic signage (no. 1000).

Contributory places:

Glenhuntly Road: 1000, 1002, 1004, 1006, 1008, 1010

How is it Significant?

The Caulfield South Interwar Commercial Precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The Caulfield South Interwar Commercial Precinct is of historical significance as a small shopping strip that developed over the interwar years to serve the growing needs of the immediate neighbourhood. It illustrates the expansion of the South Caulfield area during the early 20th century and the desideratum of local trading in a period before mass car ownership. As an outlier to the main shopping centres on Glenhuntly Road, the precinct also reflects the consolidation of the key role and status of the thoroughfare as the municipality's principal retail spine. (Criterion A)

The Caulfield South Interwar Commercial Precinct is of representative significance as a collection of largely intact shops that illustrate archetypal designs from the 1920s and 1930s, namely the Free Classical and Functionalist styles. While individualised in presentation, these retail premises compose a heterogeneous 'street wall' with an embellished skyline, robust solidity, and human scale, which is highly evocative of the interwar commercial design. Both 1002 and 1010 Glenhuntly Road have fine original shopfronts. Ghost signage survives to the upper eastern elevation of no. 1000. (Criterion D)

Description

The Caulfield South Interwar Commercial Precinct encompasses about half a block on the south side of Glenhuntly Road, between Kean and Latrobe streets. It forms a small suburban shopping strip of six shops, all of which are two-storey, except for the single-storey example at no. 1002. These buildings form a continuous street wall extending east from the intersection of Kean Street and Glenhuntly Road, with no front or side setbacks. To the rear of the precinct is an unsealed laneway, the eastern section of which is infilled, with a gravel crossover edged in basalt. There are also basalt pitchers for kerbing and channelling in Kean Street.

The existing subdivision pattern – narrow-fronted and elongated lots – derives from an early 1920s re-subdivision.

The shops in the precinct illustrate commercial modes from either end of the interwar period, with nos .1000, 1004 and 1006 displaying the Free Classical style, typical of the early 20th century, and nos. 1002, 1008 and 1010 illustrating the marked shift towards a more Functionalist idiom. Design treatment, all individualised, is focused on the facades, although the nos. 1000 and 1010 have visible side elevations. The rear elevations of the shops are somewhat visible from Kean Street and comprise, in the main, one and two-storey red brick service wings.

Roofs are hipped or skillion and predominantly clad in corrugated metal sheeting (some of which may be original),¹ although the corner shop, no. 1000, has a partly visible hipped roof of unglazed terracotta tiles, with a red brick chimney. From Glenhuntly Road, all roofs are concealed by parapets, with triangular, curved and stepped pediments evident. Many façades are also characterised by pilasters, some of which rise above the parapet.

All of the shops are of masonry construction. The shops at nos. 1000, 1004 and 1006 utilise a typical 1920s palette of red brick with contrasting sections or bands of smooth/textured render (overpainted at no. 1006). The late interwar examples at nos. 1002, 1008 and 1010 are either rendered, with articulation provided by variegated umber brick bands/trims, or of cream brick (no. 1008).

Upper-storey windows are varied in arrangement, and some have been modified. There are original timber-framed examples at nos. 1004 and 1010, respectively, a pair of double-hung sashes and tripartite window bank of casements. No. 1008 has a wide steel-framed window – an 'ultra-modern' feature in the late 1930s, particularly at the level of a suburban shop.

Original or early corrugated metal sheeting is identifiable by its greater thickness, larger corrugations and shorter/overlapping sheets and should be conserved if identified.

Cantilevered canopies are present at all of the shops in the precinct; the corrugated metal ceilings of nos. 1008 and 1010 are likely original. To upper section of no. 1000's eastern elevation is a remnant hand painted ghost sign – '[?] Grocer' – which denotes the original function of the shop.

Nos. 1000, 1004 and 1006 are Free Classical in style. This idiom was a common expression for commercial and civic buildings in early 20th-century Melbourne, having emerged in the late Victorian period. Without any undue concern for 'academic' rules, it drew from several different strands of the classical tradition and was adopted by architects and contract builders alike. Accordingly, its presentation varied but often included – as in the precinct – a simplified classical language (symmetry, pilasters, dentilation, focus on flat surfaces) and eye-catching parapets.

The other shops at nos. 1002, 1008 and 1010 represent the Functionalist idiom, a current of the Modern movement that was popular between the mid-1930s and early 1940s. This 'progressive' design approach emphasised geometric forms, the elimination of most ornamentation, and incorporated aspects of the Moderne style, such as an overall sleekness and streamlining.

Shopfronts

The precinct contains two original late interwar shopfronts at nos. 1002 and 1010, which are largely intact. These elements are often prone to be replaced, as demonstrated by the precinct's other modified or contemporary examples. As such, surviving shopfronts are important features that illustrate the 'art of shopfitting',² well-established as the preserve of professional shopfitters by the 1930s (the various individual firms often signalled by the presence of their badge to the bottom of the window frame). These physical components also provide insight into the role design played in influencing consumer behaviour over the 20th century, even at an 'ordinary' suburban level; in this case, and at this stage, how the careful deployment of 'clean-cut' materials and a restrained but sleek 'modern' aesthetic was perceived to produce an attractive, even hygienic, display.³

- 1002 Glenhuntly Road shopfront a recessed entry, splayed tessellated tiled lobby, timber-framed and fully-glazed double doors, tiled stallboard (possibly replacement tiles) pilasters, metal shop window frame (overpainted) with shopfitter stamp ('Duff'), and highlight windows (glazing has been replaced with metal sheeting).
- 1010 Glenhuntly Road shopfront a squared recessed entry, tiled (mottled mosaics) lobby, marble threshold, smooth plasterboard ceiling, timber-framed and glazed door, thin metal shop window frames, tiled stallboard, partly tiled/variegated brown brick shop wall (overpainted), and top glass screen (overpainted).

The timber door at no. 1008 is also likely original, as may be the tiling to its stallboard (overpainted).



Ghost sign, eastern elevation of 1000 Glenhuntyl Road.

² 'Shopfronts', *Northern Star*, 18 June 1929, p10

^{3 &#}x27;Modern Store Fittings. Assist Retail Selling', Argus, 17 October 1940, p15

Schedule

The following table summarises key details of each contributory place in the *Caulfield South Interwar Commercial Precinct*. The construction dates derive from the Caulfield rate books and/or the *Sands & McDougall's* directories.

Photograph



Address and Key Attributes

1000 Glenhuntly Road

Free Classical style, 1922

Triangular pediment

Broad/attenuated pilasters. framing rendered (textured)

Red brick central section and arrow slit pattern and dentiliated band

Modified window and contemporary shopfront



1002 Glenhuntly Road

Functionalist style, 1939-41

Austere stepped parapet with white painted render and umber brick coping

Original shopfront, although tiling may be a later addition.



Address and Key Attributes

1004 Glenhuntly Road

Free Classical style, 1921

'Blood and bandages' character (red brick/white rendered banding)

Parapet curved at either end, angled slots, and pilasters with corbelled caps

Original windows

Modified shopfront.



1006 Glenhuntly Road

Free Classical style, 1922

Rendered with curved pediment

Overpainted central raised panel, pilasters with corbelled cap and plat band

Modified window

Non-original shopfront



Address and Key Attributes

1008 Glenhuntly Road

Functionalist style, circa 1936

Cream brick frontage with umber brick to coping and sill

Stepped parapet with recessed 'speedlines'

Steel-framed casements with horizontal glazing bars, flanked by pilasters, and surmounted by a metal window hood and interlinking concrete band

Likely original canopy



1010 Glenhuntly Road

Functionalist style, circa 1936

Restrained stepped parapet and a lightly textured rendered wall

Mottled Roman brick accents, central 'pyramid' motif, and trim

Timber-framed window bank with fixed central and flanking double-hung sashes

Highly intact shop and likely original canopy

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.⁴ The majority of the southern half was made available as large block holdings from May 1853.⁵ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁶ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁷

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,8 it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.9 The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs, in the 1880s (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.¹⁰

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly

⁴ A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

⁵ 'Advertising', Argus, 27 May 1853, p9

⁶ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁸ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁹ Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

2,000).¹¹ Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.¹² This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

General growth renewed slowly from the turn of the century, further stimulated by the expansion and enhancement of the railway, tram and bus networks, before once again escalating in pace and extent across the interwar period. By the mid-1920s, the district of Caulfield was considered a 'leading' and well-established middle-radius suburb, second only to the City of Melbourne in population.¹³ It was during the early 20th century, that locales such as South Caulfield and Murrumbeena consolidated; apparently, on the back of an influx of English and Scottish immigration.¹⁴ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Agricultural pursuits were well established in the Caulfield area until the late interwar years – 'National Rose Nurseries', corner of Glenhuntly and Bambra roads, Caulfield. (Source: Sands & McDougall's Directory of Victoria, 1914, p209)



'Model' suburban streetscape, South Caulfield, 1945. (Source: NLA, A1200, L900)

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

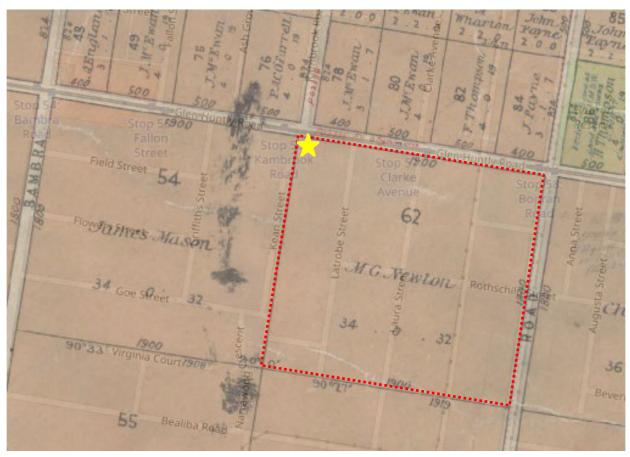
¹² 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Murray and Wells, From sand, swamp and heath: A History of Caulfield, p116

Place-Specific

The subject land formed part of Crown Allotment 62 in the Parish of Prahran, East of Elsternwick, which was acquired by Montague Gabriel Newton in May 1853. Newton's ownership was brief, for, by September that year, both Crown Allotments 62 and 63 had been sold to members of the Rothschild family, prominent Anglo-Jewish London bankers through their Melbourne-based relative/agent Leslie Jacob Montefiore. At the time, it appears that the growth of Melbourne (pre-Gold Rush) had attracted the attention of the Rothschilds, who set out to acquire land for speculative purposes. 17



Prahran Parish Plan superimposed over existing streets; Allotment 62 is outlined in red and the approximate location of the precinct identified by the yellow star. (Source: PROV Map Warper, *Prahran Plan*, P3416-2)

Soon after the Rothschilds' acquisition, a plan was prepared for the subdivision of Crown Allotment 62 and 63, with 56 allotments of roughly one acre each arranged in a grid pattern around two central square reserves. The subdivision, which may have been the earliest attempt at suburban development east of the original Village of Elsternwick (now the north part of Brighton), was referred to as the 'new township of Mount Gunnersbury', a name which undoubtedly derived from the Rothchilds' London estate *Gunnersbury Park*.¹⁸

Many of the street names indicated on the subdivision plan (Rothschild, Laura, Emma, Augusta, Justina, James and Latrobe) appear to reference members of the Rothschild and Montefiore families. All but one (never laid, Justina) are in use today. 19 The *Mount Gunnersbury* allotments were advertised in October 1853 as being 'admirably adapted for market gardens, small farms,

¹⁵ 'Advertising', *Argus*, 27 May 1853, p9

Application file for transfer of land to Torrens title no.6874. The relationship between the Rothschilds and the Montefiores arose when Sir Moses Montefiore in 1812 and Nathan Mayer Rothschild in 1806 married sisters Judith and Hannah Barent-Cohen. This connection was strengthened by subsequent marriages between members of the two families.

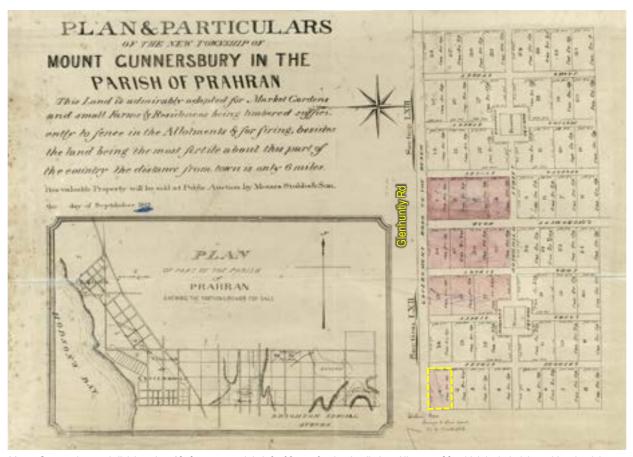
Niall Ferguson, The House of Rothschild: The World's Banker 1849-1999, vol. 1, Penguin Book, 2014, passim

Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, dated 1853, SLV, available online

As indicated on the 1853 subdivision plan, Justina Street was intended to lie between, and run parallel to, Augusta and James streets. Glen Huntly and Booran roads were referred to as 'Government Roads' on the plan.

and villa residences' and being close to the proposed railroad to Brighton.²⁰ Only eleven allotments were sold in 1853 however (a twelfth was sold four years later in 1857), one of which, no. 28, incorporated the subject land. The name Mount Gunnersbury does not appear to have been widely adopted. In 1855, Jeffrey Cullen took over as the Rothschilds' agent after Montefiore declared bankruptcy.²¹

Initial sales were sluggish, and the Mount Gunnersbury name failed to gain any traction, although the subject land was part of Allotment 28, which did sell in 1857.²²



Mount Gunnersbury subdivision plan, 1853 – note north is left of frame for the detail plan. Allotment 28, which included the subject land, is outlined in dashed yellow. Red shaded lots are those that sold in the 1857 sale. (Source: SLV, available online)

In the late 1870s, John Griffiths – an English immigrant who later joined his brother James in founding the notable Melbourne tea importation firm, Griffiths Bros Limited – acquired about 9 acres of vacant land on the south side of Glenhuntly Road, which comprised Crown Portion 54 and some of Lot 1 (Crown Portion 62), including the subject land.

Around 1878, on behalf of Griffiths, a ten-room residence, later known as *Pine Hill*, was erected on the western side of Kean Street, with an address on Glenhuntly Road. The Griffiths family occupied it into the mid-20th century (since demolished).²³ John Griffiths (d. 1898) is presumably the namesake of Griffiths Street, which demarcated the western extent of his estate.²⁴ This stretch of the district remained sparsely developed until around WWI, with a ten-acre Chinese market garden (initially Won Lee & Co) active immediately east of the precinct between the late 1870s and circa 1907.²⁵

²⁰ 'Advertising', Argus, 17 October 1853, p9

Application file for transfer of land to Torrens title no.6874; and Ferguson, *The House of Rothschild: The World's Banker 1849-1999*, passim

Refer to the Plan & particulars of the new township ...; and application file for transfer of land to Torrens title no. 6874.

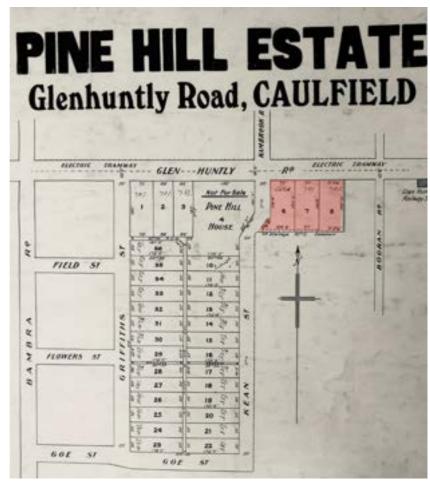
²³ 'Griffiths Bros Limited (1898-1960s)', *Guide to Australian Business Records*, <u>www.gabr.net.au/biogs/ABE1088b.htm</u>; and Caulfield rate book, 1878, entry no. 53

Murray and Wells, From sand, swamp and heath, p269

Review of Sands & McDougall's Directory editions, 1878-1907

The Griffiths family put up much of their Glenhuntly Road holding for subdivision in 1916 as the Pine Hill Estate - 'Highest Part of Caulfield ... Beautiful Views of Bay ... Fine Building Blocks' – which included the vacant subject land.²⁶ Most of these allotments did not sell until the early 1920s.

The block between Kean and Latrobe streets was acquired between 1921 and 1922 by the builder Frederick Walter Brady and James J. Maskell.²⁷ This pair commenced to subdivide their acquisitions into narrow elongated lots, likely an indicator that they envisioned their main road property to develop commercially; a likelihood reinforced by the quickening pace of residential growth in this part of the district in the early Interwar period.



Promotional map for the 1916 Pine Hill Estate subdivision – the vacant precinct land is shaded red. (Source: Malvern Collections, Stonington Local History Archives, MH428)

Brady was likely responsible for the erection of the existing brick shop (five rooms) at 1004 Glenhuntly Road in 1921 (cost £1100), which was tenanted by a 'fruiter'.28 The next year, another five-roomed brick shop owned by Brady was built at no. 1006 and occupied by a butcher (Brady sold this shop/land soon after).²⁹

Also, around this time, the Ashton family acquired the vacant corner lot (no. 1002) from Brady and, by 1922, were recorded as the owner/occupants of a brick shop/residence with rear timber store (since replaced).³⁰ They resided at the premise and ran it

²⁶ 'Advertising', Argus, 18 November 1916, p3

²⁷ Certificate of Title, vol. 3716, folio 044 (subdivided by Walter); Certificate of Title vol. 4529, folio 797; and Frederick's occupation identified form rate book, 1923-24, entry no. 2954

²⁸ City of Caulfield rate book, 1920-21, entry no. 5653

²⁹ City of Caulfield rate book, 1921-22, entry no.6074a; and

³⁰ City of Caulfield rate book, 1921-22, entry no. 5811

as a greengrocer for about a decade.³¹ The application of the Free Classical style to this corner shop, similar to the pair known to have been constructed under Brady's watch, suggest that he may have been responsible for all the construction of all three. This small group of shops, nos. 1000, 1004 and 1006 remained unaccompanied at the block until the late 1930s. Over this period, they accommodated a greengrocer and fruiter, then a confectioner and butcher, the day-to-day necessities that people expected to be within walking distances of their suburban homes into the mid-20th century. It appears that the premises were both places of business and residences as was typical. The 1931 aerial photograph, which follows, depicts all three of these shops.



1931 aerial photograph of the precinct – the shops at 1000, 1004 and 1006 Glenhuntly Road are depicted (red arrow). The land associated with nos. 1008, 1008 and 1010 is vacant. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)

Three further shops, completing the precinct, were built over the late 1930s.³² In 1936, independent buyers acquired two lots from the eastern part of the block, which had passed from Maskell to the Osborn family.³³ Soon after, the two-storey pair at 1080 and 1010 were constructed and occupied by a butcher and fruiter.³⁴ Both these premises were listed in the 1938 *Sands & McDougall's Directory* (as nos 628 and 628A). The only single-storey shop in the precinct, at no. 1002, was built between 1939 and 1941, filling the last gap in the run of shops. It first appears in the 1942 *Sands & McDougall's Directory* as a fruiter, although it was likely to have been built prior to this date, as wartime rationing intensified around this time, largely curtailing private building.

Undated application drawings for the grocer ('Fazio Bros') at no. 1010, sourced from the building files of the City of Glen Eira (below), provide an example of what was likely a standard design for a late Interwar period suburban shop/residence. These plans recorded the name of the client and purchaser of the lot, Vincent Fazio,³⁵ and layout of the building. The drawings detail a Functionalist/'progressive' shopfront and relatively large front room commercial space (approximately 40m²) with rear ground floor living space and three upstairs bedrooms.

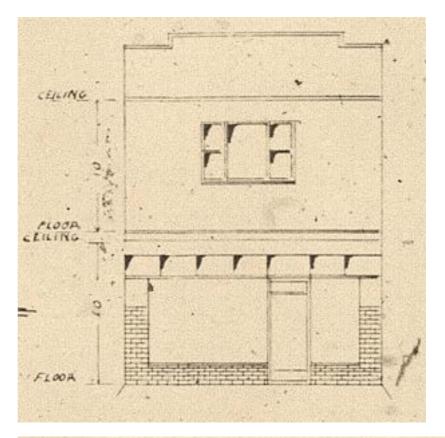
Review of Sands & McDougall's Directory editions, 1921-30

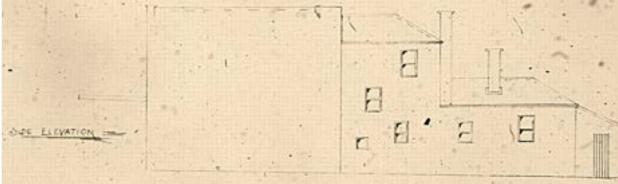
The Caulfield rate books for the South Ward in the late 1930s/early 1940s do not appear available. Construction dates for 1002, 1080 and 1010 have then been based on a review of the *Sands & McDougall's Directory*, which typically lists the occupant of a building about a year after its construction.

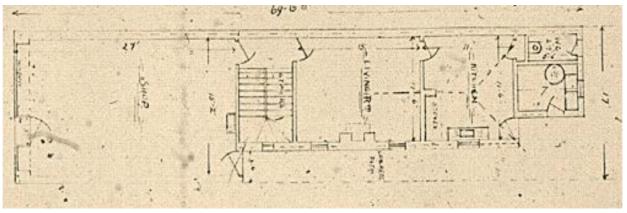
Certificate of Title, vol. 6087, folio 205

³⁴ Certificate of Title, vol. 5450, folio 890

Fazio is a Genoese name in origin, suggesting that Vincent may have been a member of Melbourne's pre-WWII Italian immigration stream, which has been described as particularly entrepreneurial – Laura Mecca and Maria Tence, 'Italians', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online







(Above) Application drawings for 1010 Glenhuntly Road, front elevation. Note the Roman brick accents were not shown in this plan and the string course never provided. (Below) Side elevation, likely western. (Bottom) Ground floor plan, with the shop front left of frame and living quarters to the rear. The stair well led to the second storey, which contained three bedrooms. (Source: Proposed Shop and Residence for Mr V. Fazio at Glenhuntly Road, Caulfield, Building Files, City of Glen Eira)

All six shops are depicted in a 1945 aerial photograph, reproduced below. At this stage, the *Sands & McDougall's Directory* documented the precinct as containing (from west to east) a greengrocer, fruiter, confectioner, radio distributer, butcher and hairdresser. Commercial uses appear ongoing for most of the precinct.



1945 aerial photograph of the precinct with *Gleniston Flats* at 1012 Glenhuntly Road immediately east. (Source: *Melbourne and Metropolitan Area Project*, no. 5, Run 15, Frame 57779, Landata)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 5.0 Building Victoria's Industries and Workforce (5.3 Marketing and retailing)

Comparative Analysis

The Caulfield South Interwar Commercial Precinct is one of four existing/proposed conservation areas along Glenhuntly Road in the municipality that primarily relate to its continuing local retail and service legacy. Such a density is reflective of the main road status of this early thoroughfare, which began to cultivate a commercial reputation at its Elsternwick end during the 1880s. Shopping strips then developed eastwards, commensurate with the development of the various locales (Caulfield, Caulfield South, Glen Huntly) over the early 20th century. This precinct is the smallest of the group.

- Elsternwick Commercial & Public Precinct, Elsternwick (part of HO72). The preeminent shopping and civic strip in the municipality, characterised by generally fine and grand two-storey shops from the late Victorian, Federation and interwar periods. Mixed aesthetic of late Victorian render and classicism with an early 20th-century red brick/contrasting render palette. Only a limited number of intact original shopfronts.
- South Caulfield Shopping Centre and Environs, South Caulfield (HO66). A a medium-sized precinct that developed from the 1860s ('Camden Town'), although the majority of its surviving commercial fabric derives from the interwar years.

Combination of one and two-storey shops, most with a restrained Interwar Free Classical style prevailing; some wellresolved examples of the Old English idiom also evident. A moderate number of intact original/early shopfronts.

- Glen Huntly Commercial Precinct, Glen Huntly (recommended for a HO by this Study). The principal retail strip in Glenhuntly, comparative in length to the Elsternwick Commercial & Public Precinct, albeit less architecturally impressive, containing one and two-storey shops as well as former bank chambers, all dating from the Federation and interwar periods. Predominantly, Free Classical style in design with a pronounced red brick and contrasting render palette and a large number of surviving original/early shopfronts.
- 511-537 Glenhuntly Road, Elsternwick (part of HO180, Elsternwick Commercial & Public Precinct). A small run of good and largely intact interwar shops, with a small number of intact original/early shopfronts; all variants of the Free Classical style.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21, dated 1990:

All properties - N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy system controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Extent of Heritage Overlay

It is recommended that the *Caulfield South Interwar Commercial Precinct* be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

Gradings Table

No	Street	Significance
1000	Glenhuntly Road	Contributory
1002	Glenhuntly Road	Contributory
1004	Glenhuntly Road	Contributory
1006	Glenhuntly Road	Contributory
1008	Glenhuntly Road	Contributory
1010	Glenhuntly Road	Contributory

GLEN HUNTLY TUDOR-MODERNE PRECINCT

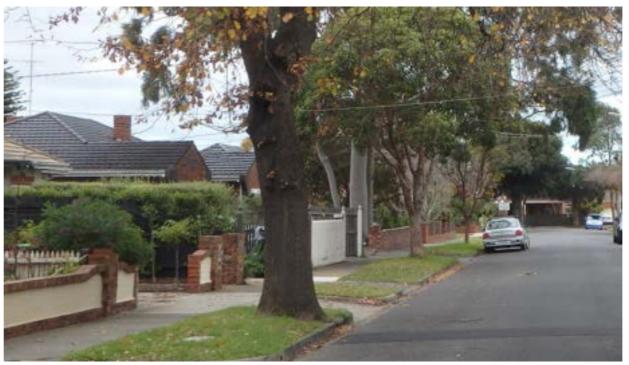
Address 8-38 (evens only) Augusta Street; 5 and 8-10 Beverley Street; and 6, 8, 10, 13 and 15

Rothschild Street, Glen Huntly

Significance Local

Construction Dates 1934-1942
Period Late interwar

Date Inspected Late 2019, early 2022



Augusta Street, south of Rothschild Street

Statement of Significance

What is Significant?

The *Glen Huntly Tudor-Moderne Precinct* is significant. It developed relatively rapidly in the late interwar period as three late 19th-century houses – Beverley, Eversham and St Edmunds – were demolished and their grounds subdivided.

The significant components are generally intact single-storey or attic-storey houses that date from the late interwar years, including the following elements:

- · Consistent setbacks and general front garden settings,
- Intact roof forms (hipped and/or gabled), clad in tiles (glazed/variegated terracotta or concrete),
- Brick or rendered chimneys,
- Intact walls of clinker brick and render, with tapestry and Roman brick detailing, red often to side/rear walls,
- Entries either by front porches or recessed to the side,
- Windows exclusively timber-framed, including double-hung sashes, often tripartite with a large fixed pane (central or to one side of a corner window), several with a narrow concrete hood,

- Leadlighting a geometric design or quarrels typically to upper sashes,
- Front doors, single or paired timber with some gazing, but many recessed or obscured by a grille,
- Original fences (nos 12-14, 16-18, 24-26, 28-30, 32 Augusta Street; 5, 8-10 Beverley Street; and 10, 13, 15 Rothschild Street), and
- Original garages (nos 28-30 Augusta Street; 5 Beverley Street; and nos 8, 10, 15 Rothschild Street).

Contributory places:

Augusta Street: 8-10, 12-14, 16-18, 20-22, 24-26, 28-30, 32-34, 36-38

Beverley Street: 5, 8-10

Rothschild Street: 6, 8, 10, 13, 15

How is it Significant?

The Tudor-Moderne Glen Huntly Precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The *Tudor-Moderne Glen Huntly Precinct* is of historical significance as indicative of a major phase of development in the municipality, the interwar period. During these years, many of the remaining larger holdings associated with late Victorian house houses, often substantial mansions, were subdivided for more intensive suburban purposes. In this case, all the buildings in the precinct – a mix of freestanding, semi-detached pairs and a block of flats – were constructed over a short period, from the mid-1930s to the early 1940s. Unusually for the area, three local builders have been identified as responsible for some of the residences (Ernest Franklin Barnard, George William Keetley, and Peter Morgan), shedding some light on the operations of the construction industry as a mechanism for growth in suburban interwar Glen Eira. (Criterion A)

The *Tudor-Moderne Glen Huntly Precinct* is of representative significance as a generally intact group of late interwar-period dwellings illustrating two distinctive styles, then at the height of their popularity – the Tudor Revival/Old English and Moderne idioms. As a result of the precinct's narrow development period, a homogenous streetscape character exists, partly as specific contractors are known to be responsible for more than one residence. A consistent massing and material palette, highly indicative of the time, exist. Key attributes include tile-clad pitched roofs, many with prominent chimneys, and clinker and tapestry bricks and/or render to the walls. The precinct is also distinctive for its range of building types – freestanding houses, semi-detached pairs (designed to appear as a single dwelling) and a block of walk-up flats. The continuous sequence of semi-detached pairs along Augusta Street is unusual, as is a block of flats located on a side street (Beverley Street) rather than the main roads (as was the norm) during the late interwar years. (Criterion D)

Description

The *Tudor-Moderne Glen Huntly Precinct* encompasses 15 buildings designed in either the Tudor Revival/Old English or Moderne styles or a combination thereof. All were constructed between 1935 and 1941. There is a diversity of housing typologies – nine buildings are comprised of semi-detached pairs, five are single residences, and one is multi-residential. The majority are single-storey, with two having an attic level (8 and 10 Rothschild Street) and another being a two-storey block of flats (5 Beverley Street).

The majority of the precinct previously formed part of the holdings of the Beverley Estate, with only those properties on the north of Rothschild deriving from other subdivisions/properties. In general, allotments are rectangular and have flat topography. Buildings have a consistent setback allowing for garden areas to the front, typified by lawn, some perimeter planting including low shrubs though few trees (some well-established) and paths. Some low-original masonry front fences survive, complementing the material palette of the associated house in clinker brick, often with rendered panels.

The roads are asphalted, and the footpaths are concrete – a combination of interwar concrete, identified by its coarser aggregate and more recent replacement. The kerbing and channelling vary in each street, being a mixture of basalt and concrete, though the crossovers are all concrete. In Augusta Street, the kerbing and channelling are basalt (between the crossovers), whereas, in Beverley Street, the kerbing and channelling are all concrete. In Rothschild Street, the kerbing is basalt, but the channelling is concrete. Unusually for the municipality, the precinct has a diversity of exotic and native/indigenous street trees.

The precinct displays a remarkably high level of intactness as there is only some change evident to the front portion of one building at 8-10 Beverley Street, where the original window openings have been enlarged and the framing type changed (from timber to aluminium).

There is considerable consistency in the precinct's building stock. Roofs are either hipped, gable or hipped and gable, but are all clad in tiles (usually glazed terracotta or concrete). Chimneys survive in all cases and are typically prominent features. The walls are all masonry – either clinker and/or rendered to the front - usually with some detailing in tapestry and/or Roman bricks (long, thin dimensions), which were popular embellishing details during the late 1930s. The tapestry and Roman bricks were employed for corbelling, lintels and sills, banding, random quoining, etc. Side walls to the semi-detached pairs are often red brick.

Fenestration is largely consistent, with timber-framed double-hung sashes predominating with some fixed panes. Upper sashes are mostly distinguished by leadlighting (geometric in a limited colour palette or quarrels) or horizontal glazing bars. A few original paired timber doors are visible to the larger houses, but the entries to the semi-detached pairs are mostly recessed to the side.

As examined below, the design language of the Moderne or Tudor Revival/Old English styles or a hybrid of both has been employed for all of the residences to some degree.

Moderne

The Moderne style was associated with notions of progress and modernity in the interwar years and many examples reflect the tendency to limit decoration or unnecessary detailing - then considered a sign of progressive architecture. The Moderne idiom is characterised by curved elements (less evident in this precinct than is generally the case) and by a pronounced horizontal emphasis with speed lines or banding (meant to be suggestive of speed and progress). Often the latter is contrasted with a vertical accent at the entry bay. Windows, usually featuring sleek horizontal glazing bars, can be arranged to the corner, both hallmarks of the design mode.



28-30 Augusta Street – an example of the Moderne style.

Tudor Revival/Old English

The Tudor Revival/Old English style borrowed from traditional or vernacular British buildings and a 'natural' material palette with a basis in the Arts & Crafts Movement. The idiom became popularised over the interwar period, especially in more affluent suburbs, where it generally connoted associations with wealth, conservative taste, and even an 'Old World'/English nostalgia. Characteristics include a picturesque roofscape with steep pitches, prominent chimneys, and gable ends with corbelling. Decorative effects were often provided by patterning with tapestry and/or Roman bricks in a variety of colours. Some examples feature traditional leadlight (guarrels) to the windows.



10 (left) and 8 (right) Rothschild Street – examples of the Tudor Revival style.

Hybrid

The Tudor-Moderne style was not an uncommon hybrid in interwar Melbourne, especially for semi-detached pairs, but it is relatively prevalent in the precinct area. These buildings typically have gabled bays indicative of the Tudor Revival style but with horizontal glazing bars characteristic of the Moderne style. Such restrained eclecticism was a notable feature of the late interwar period.



16-24 Augusta Street – a mix of Moderne and Tudor Revival styles.

Schedule

The following schedule summarises key details of each contributory place to the *Tudor-Moderne Glen Huntly Precinct*. Construction dates are based on a review of the Caulfield rate books and the *Sands & McDougall's* directories.

Augusta Street

Photograph



Address and Key Attributes

8 and 10 Augusta Street, 1936 Tudor-Moderne style

Semidetached pair, joint hipped roof and streetfacing gable with corbelled eaves and incorporating a recessed arched porch (no. 8) Side entry for no. 10 with a narrow concrete awning

Rendered walls with a clinker brick plinth Multi-hued tapestry brick elements – 'random quoining', horizontal panel to gable end, sill corbelling

Tripartite windows with horizontal glazing bars to upper sashes

No. 8 has a recessed two-storey addition



12 and 14 Augusta Street, 1935-37 Moderne style

Semidetached pair, primary hipped roof and projecting bay, variegated terracotta tiles
Four tall clinker brick chimneys, some terracotta pots surviving

Rendered façade with multiple tapestry/Roman brick bands, two light fittings possibly original, side walls red brick

Front porch for no. 12 with curved parapet. Original timber door with glazing,

Pair of tripartite windows with horizontal glazing bars to sashes

Front rendered fence with stepped piers likely original, excluding timber pickets





Address and Key Attributes

16 and 18 Augusta Street, 1935-36 Tudor Revival style

Semidetached pair, principal hipped roof with two street-facing gables with corbelled eaves, variegated terracotta tiles

Porch for no. 16, located beneath a smaller, central gable, features a pair of 'Tudor' arches Four tall, rendered chimneys with clinker brick cap and some remaining terracotta pots

Rendered façade embellished with tapestry brickwork (corbelling, surrounds to windows and ventilator to gable end), red-brick to side walls

Tripartite windows, that no. 16 retains geometric leadlighting (to upper sashes) Low original clinker brick front fence with rendered panels

20 and 22 Augusta Street, 1935-36 Tudor Revival influence

Semidetached pair, double-tiered hipped roof, original concrete pantiles and slatted soffit

Two red brick chimneys

Porches with flat arches, that to no. 22 more prominent in the frontage

Lightly textured rendered façade with clinker brick plinth and contrasting tapestry brickwork, including stepped motifs, sill corbelling, and 'random quoining' (overpainted at no. 20)

Tripartite window with quarrel leadlighting to the upper sash) and narrow concrete hoods



Address and Key Attributes

24 and 26 Augusta Street, 1941

Tudor-Moderne style (same design as nos 32 and 34, different finishes)

Semi-detached pair, symmetrical, broad-hipped roof with central chimney

Pair of street-facing projecting gabled wings with corbelled eaves, glazed tiles

Side entrances with narrow concrete awnings

Clinker brick façade with varied decorative brickwork (tapestry and Roman) including umber quoining, and patterned bricks to window surrounds, and banding; red brick sidewalls

Windows - paired and tripartite (with concrete hoods), all upper sashes with horizontal glazing bars

Original clinker brick front fence with end piers Mature pair of gums in the front garden of no. 24



28 and 30 Augusta Street, 1941

Tudor-Moderne style

Semidetached pair, interlinked hipped roofs, glazed terracotta tiles

Prominent parapeted chimneys (west and south) with faceted planes and stepped profile (proto-waterfall in type)

Skillion porch possibly modified, entry to no. 30 obscured

Clinker brick walls and tapestry brick banding, e.g., stripped rowlock tapestry bricks for lintels/sills

Varied windows, including tripartite configurations to the corner, upper sashes with horizontal glazing bars

Double garage (non-original doors), Beverly Street

Original red brick fence, non-original timber pickets



Address and Key Attributes

32 and 34 Augusta Street, 1938 Tudor Revival style

Semidetached, symmetrical pair, same design as nos. 24-26 with different finishes

Hipped roof, with flanking gable ends, variegated terracotta tiles to roof

Rendered walls with tapestry bricks (umber/ochre) and clinker brick detailing/banding, red brick to side walls Tripartite windows, recessed side entries Original low, crenulated red-brick fence

retained at no. 32



36 and 38 Augusta Street, 1938

Restrained electric mode, common during the late 1930s

Semi-detached, symmetrical.

Hipped roof, variegated pantiles, central chimney.

Pair of street-facing projecting hipped wings.

Rendered façade with decorative tapestry brickwork (quoining motifs, window surrounds, banding).

Red-brick plinths and side walls.

Tripartite windows with geometric leadlighting to upper sashes and hoods.

Beverley Street

Photograph



Address and Key Attributes

5 Beverley Street, 1939

Tudor-Moderne style inflections

Two-storey walk-up flat with U-shaped footprint.

Hipped roof, glazed terracotta tiles, clinker brick chimneys with banding and terracotta pots

Walls with clinker brick, rendered to upper part, and contrasting tapestry brickwork (sills, quoining and stepped motifs)

Central concrete staircases with curved ends to walls

Paired windows with horizontal glazing bars to upper sashes.

Side recessed entrances with cantilevered and curved concrete awnings

Original brick piers with mailboxes

Front timber pergola not original

Original rear corrugated metal garages



Address and Key Attributes

8-10 Beverley Street 1941

Tudor-Moderne style

Semidetached, symmetrical pair, similar to 24-26 Augusta Street

Hipped roof, glazed terracotta tiles, with central chimney and flanking gables with corbelled eaves

Clinker-brick walls with decorative brickwork (tapestry and Roman): including umber bricks to corbelled eaves, vents, quoining, window surrounds and banding; red-brick side walls

Recessed side entries

Front windows enlarged and with aluminium-frame

Low, original crenulated brick front fence

Rothschild Street

Photograph

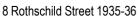


Address and Key Attributes

6 Rothschild Street, 1935-36 Tudor Revival style

Hipped roof with double-tiered gable wings (Rothschild St), variegated terracotta tiles Tall, front chimney.

Gable ends embellished with herringbone tapestry brickwork to upper section
Clinker brick walls, soldier course to lintels
Recessed porch with Tudor arches
Hipped bay window appears original
Garage a later addition
Non-original high fence, partly obscures house





Tudor Revival style – Transverse gabled roof with two-tiered street-facing gables, variegated glazed terracotta tiles – Dormer an addition Clinker-brick walls with contrasting patterned tapestry brickwork to corbelled eaves, arches, sills/lintels, gable edging and other motifs Recessed porch with semicircular arches, possibly original light fitting

Tripartite windows with leadlighting to upper sashes

Gabled clinker brick garage original, with additions, modified openings – Low clinker-brick fence with gabled piers, presumably extended



Address and Key Attributes

10 Rothschild Street 1935-36 Tudor-Moderne style

Transverse gabled roof, including attic level, with two-tiered street-facing gables, variegated glazed terracotta tiles, side chimney Porch with Tudor arch

Rendered walls with clinker-brick to plinth, corbelled eaves and upper portion of gabled

Window sashes with horizontal glazing bars Gabled and rendered garage original Low clinker-brick fence with gabled piers and metal gates (pedestrian and vehicular)



13 Rothschild Street, 1935

Eclectic – Georgian and Tudor Revival styles Hipped roof, glazed terracotta tiles Two rendered chimneys with defined cap Porch with Ionic columns and wide Tudor arch Rendered walls with clinker-brick plinth and banding to sills

Tripartite windows with geometric leadlighting to upper sashes, narrow concrete hoods Small boxed-frame picture windows to side elevation (east)

Low clinker-brick fence with rendered band



15 Rothschild Street, 1938

Tudor Revival style

Hipped roof with flanking gabled bays, variegated terracotta tiles

Prominent tall chimneys, especially that to the façade

Gabled porch with semi-circular arches

Clinker brick walls with cream/patterned tapestry and Roman bricks to corbelled eaves, lintels, sills and banding

Tripartite and corner windows, guarrel leadlighting to upper sashes

Stepped garden brick walls and attached garage (Augusta St) with original metal tilt door

Original, low clinker-brick fence and metal gate

History

Context

The City of Glen Eira encompasses the unceded Country of the Boonwurrung/Bunurong and Wurundjeri Woi Wurrung peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran. East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year. The majority of the southern half was made available as large block holdings from May 1853.2 Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.3 Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.4

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats - exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁵ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.6 The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.7

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000).8 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

² 'Advertising', Argus, 27 May 1853, p9

³ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', Victorian Government Gazette, no. 50, 5 April 1859, p660

Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, Victorian Year Book For 1880-81 (Melbourne, Government Printer, 1881), p48; and Hayter, Victorian Year-Book 1892 (Melbourne, Government Printer, 1892), p94

population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹⁰ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹¹

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies. ¹² The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families). ¹³ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services. ¹⁴ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand. ¹⁵

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

⁹ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹¹ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The *Prahran & Malvern Tramway Trust Act* (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

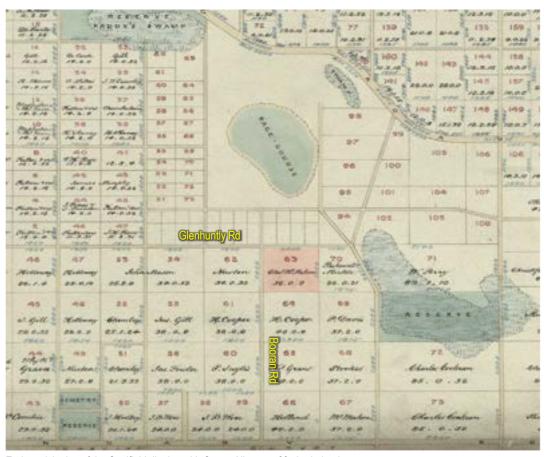
This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', *Caulfield Historical Newsletter*, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

^{&#}x27;Glen Huntly. Rapid Development. Land Dealing and Houses', *Herald*, 2 October 1913, p4; 'Growth of Glen Huntly', *Herald*, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', *Argus*, 4 September 1939, p6

¹⁷ Review of population figures contained with *Victorian Year Books*, Australian Bureau of Statistics

Place-Specific

The Tudor-Moderne Glen Huntly Precinct formed part of Crown Allotment 63 in the parish of Prahran, East of Elsternwick, which was granted to Captain Charles McMahon in May 1853.18 McMahon's ownership was brief, for, by September, both Crown Allotments 63 and the adjoining portion 62 had been acquired by the Rothschild family, prominent London bankers, through their relative Leslie Jacob Montefiore. 19 Leslie and his father Jacob Barrow Montefiore travelled to Melbourne in 1851 as agents for the Rothschilds who had taken an interest in the Victorian gold rush.²⁰



Early parish plan of the Caulfield district, with Crown Allotment 63 shaded red. (Source: Thomas H Lightfoot, Plan of the Parish of Prahran in the Country of Bourke, 1865, SLV)

Soon after the Rothschilds' acquisition, a plan was prepared to show the subdivision of this holding with 56 allotments of roughly one acre each arranged in a grid pattern around two central square reserves. The subdivision, which may have been the earliest attempt at suburban development east of the original Village of Elsternwick (now the north part of Brighton), was referred to as the 'new township of Mount Gunnersbury', a name which undoubtedly derived from the Rothschilds' London estate Gunnersbury Park.21 Many of the street names indicated on the subdivision plan (Rothschild, Laura, Emma, Augusta, Justina, James and Latrobe) appear to reference members of the Rothschild and Montefiore families and all but one (Justina) are in use today.22

¹⁸ Argus, 27 May 1853, p9

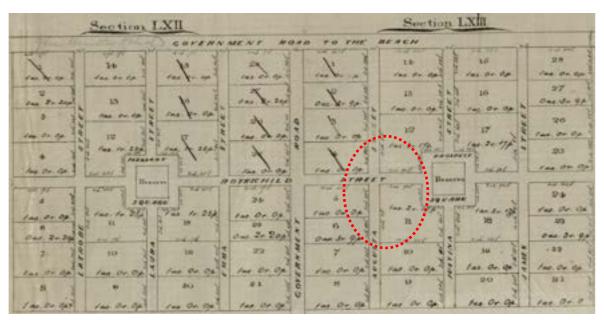
¹⁹ Application file for transfer of land to Torrens title no.6874. The relationship between the Rothschilds and the Montefiores arose when Sir Moses Montefiore in 1812 and Nathan Mayer Rothschild in 1806 married sisters Judith and Hannah Barent-Cohen. This connection was strengthened by subsequent marriages between members of the two families.

²⁰ Niall Ferguson, The House of Rothschild: The World's Banker 1849-1999

²¹ 'Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran' [cartographic material] dated 1853

²² As indicated on the 1853 subdivision plan, Justina Street was intended to lie between, and run parallel to, Augusta and James streets (i.e., within the subject precinct). Glen Huntly and Booran roads were referred to as 'Government Roads' on the plan.

The allotments (varying between in area about ½ and 1½ acres) were advertised in October 1853 as being 'admirably adapted for market gardens, small farms, and villa residences' and being close to the proposed railroad to Brighton.²³ Only eleven allotments were sold in 1853 however (a twelfth was sold four years later in 1857) and reference to 'Mount Gunnersbury' appears to have thereafter been discontinued.²⁴ In 1855 Jeffrey Cullen took over as the Rothschilds' agent after Jacob Montefiore went bankrupt.²⁵ Within the precinct area, only the site at 13 Rothschild Street (part of lot 4, section 63) was sold during this first subdivision.



'Plan and particulars of the new township of Mount Gunnersbury in the parish of Prahran', dated 1853. Showing the original subdivision of Crown portions 62 and 63. The 12 lots shown crossed were sold in 1853 and 1857. The area broadly relating to the precinct is highlighted. (Source: SLV)

In 1874, the unsold land was transferred to a Torrens title in the name of brothers Baron Lionel Nathan de Rothschild and Sir Anthony Nathan de Rothschild, baronet.²⁶ In October 1874, the land was re-subdivided into larger allotments resulting in the removal of the two squares and parts of some streets (which were subsequently reinstated). The fifteen 'villa residence' allotments, of about 3 to 4 acres each, were offered for auction, described as follows:

The land is situate in the best part of Caulfield, and is very high ground, commanding most beautiful views. It has been in the hands of the present owners for many years, and from the number of purchasing inquiries must be a much coveted spot.²⁷

The fifteen allotments were all sold between 1874 and 1875 with some purchasers acquiring multiple lots.²⁸ Within the precinct area, Lots 3 and 4 were acquired by John William Crosbie and Lot 5 by Joseph Berry. Note that the southern end of Augusta Street (south of Rothschild Street) was absorbed into the large allotment along Booran Road (identified as a Government Road) and Justina Street was removed, along with Prospect Square.

²³ Argus, 17 October 1853, p9

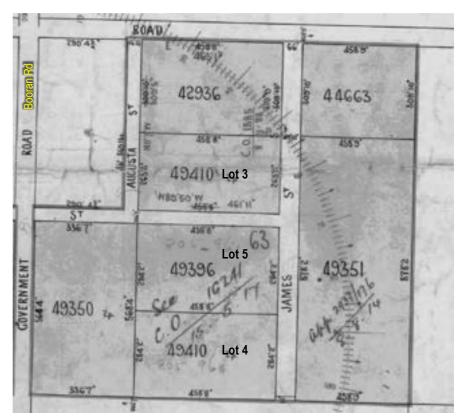
The lots sold were all north of Rothschild Street. Lots 15, 16, 17, 25, 26, 27, 28 of portion 62 and lots 1, 2, 3, 4 of portion 63 were sold in 1853. Lot 1 of allotment 62 was sold in 1857.

²⁵ Application file for transfer of land to Torrens title no.6874. Niall Ferguson, The House of Rothschild: The World's Banker 1849-1999

Argus, 18 August 1874, p8; Certificate of Title vol. 695, folio 944

²⁷ Age, 3 October 1874, p8

²⁸ Certificate of Title vol. 695, folio 944



1874 subdivision plan, showing the acquisitions with the precinct boundary highlighted and the relevant lot numbers (Source: Certificate of Title, vol. 695, folio 944)

By the late 1880s Smith Wallworth and his daughters (Catherine and Mary Jane) had briefly come to own all of the land in the precinct area except that which had been sold in the initial 1853 sale (relating to 13 Rothschild Street). During the late 19th century, three houses (since demolished), whose holdings relate to the precinct area, were constructed – two on the north side of Rothschild Street (Eversham and St Edmunds) and one on the south side (Beverley), with most of the precinct area relating to Beverley.

Beverly Estate

Beverly was established in 1888 by James Redfearn, who purchased just over six acres (comprised of lots 4 and 5 of the 1874 subdivision) from previous owner Smith Wallworth.²⁹ By 1890, a 10-roomed brick house, orientated to Rothschild Street, and a substantial timber stables complex had been constructed.³⁰ The property was known as Beverley from at least 1892, and the house was referred to as Beverley Lodge.31

Yorkshire-born James Redfearn migrated from England as a young man, beginning in Sydney, where he took a contract breaking colts.³² Early on, he enjoyed some success as a cricketer, representing Victoria in intercolonial cricket, and at various times worked as a rough-rider and coach driver. 33 In 1865 Redfearn married Elspeth Denham, and they lived in the Ararat district for many years.t.34 Together they had eight children between 1866 and 1882. From around the late 1870s, Redfearn pursued racehorse training as his sole business, relocating to Lovely Banks (but the tracks there did not suit him) and then to Williamstown.35

²⁹ Certificate of Title vol. 1726, folio 160

³⁰ 'Visits to the Stables', Sportsman, 20 August 1890, p4; City of Caulfield Ratebook 1891 entry no. 2955:

³¹ 'Visits to the Stables', Sportsman, 27 September 1892, p4. James Redfearn also trained a horse named Beverley.

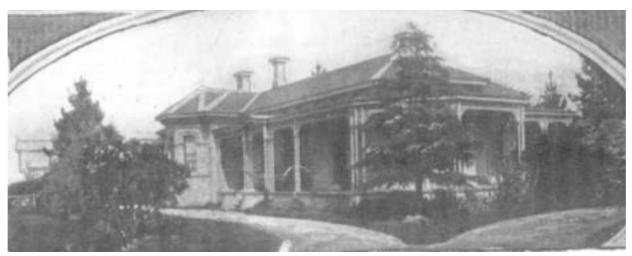
³² 'Mr James Redfearn', Sportsman, 10 November 1891, p1; 'Mr James Redfearn at Home', Australasian, 4 April 1896, p15

³³ 'James Redfearn', Australasian, 18 March 1916, p14

³⁴ 'Marriages', Argus, 7 October 1865, p4

³⁵ 'Mr James Redfearn', Sportsman, 10 November 1891, p1

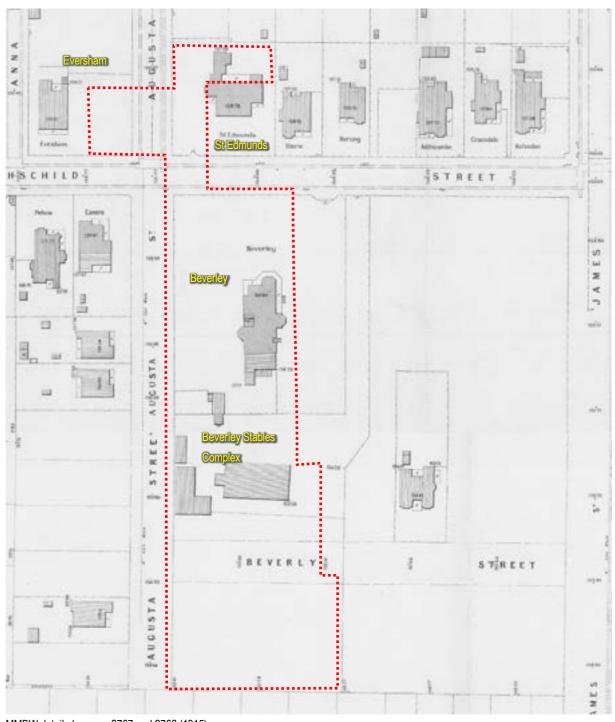
Over the years, the stables at *Beverley* housed many champion horses. Redfearn's horse Malvolio, who he bred and trained, won the 1891 Melbourne Cup, ridden by his second son George. Other horses included Phar Lap, Vanity Fair, Maluma, Marusa, Steel Trap, Chesney, Culma, Beverley and Benvolio.



Beverley Lodge in 1894, (Source: Australasian, 6 October 1894, p26)

The stables and exercise grounds at *Beverley* in 1894. (Source: *Australasian*, 6 October 1894, p26)

The 1915 MMBW plan shows the *Beverley* house and stables, centrally located within the subject precinct area, and the broader estate holding. By that time, Beverley Street had been created and a weatherboard house (2 Beverley Street) had been recently erected on the north side of the street, although this lot was not formally excised from the estate and sold until 1917.³⁶



MMBW detail plans nos 2767 and 2768 (1915). Showing buildings/properties from which, the precinct derives (dashed). (Source: SLV)

Redfearn died in 1916 and ownership of Beverley was transferred to Elspeth, who continued to reside there. In 1921 the estate was subdivided with suburban lots created at the east end of the holdings – along James and Rothschild streets – and sold from 1921 to 1924. Beverley Street was established at this time and two larger parcels were created either side of it, which were transferred in 1928 (south side) and 1935 (north side).37

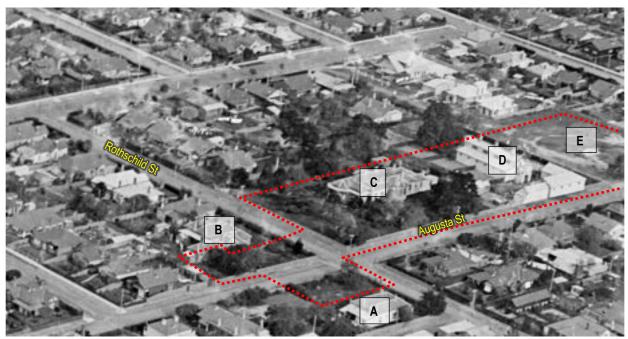
LP8475, 21.09.1921; Certificate of Title, vol. 1726, folio 160. The lots to Rothschild and James streets were all sold between 1921 and 1925 and developed within a year



1921 subdivision of the Beverley Estate, showing section relating to the precinct (Source: Certificate of Title, vol. 1726, folio 160)

The following aerial photograph was taken about 1931 documents the state of the land within the precinct area before it was developed with the current building stock and relates to five separate subdivision/development phases, which are discussed chronologically below:

- 13 Rothschild Street: the land was vacant but part of the holdings associated with 11 Rothschild Street (Eversham).
- 15 Rothschild and 8-10 Augusta streets: garden area, which was part of the St Edmunds holdings.
- 12-22 Augusta and 6-10 Rothschild streets: part of the Beverley Estate where the house was located.
- 22-30 Augusta and 8-10 Beverley streets: part of the Beverley Estate where the stables were located.
- 5 Beverley and 32-38 Augusta streets: vacant but formerly part of the *Beverley Estate*.



Aerial photograph, circa 1931. View from the north-west, showing approximate extent of precinct before any of the extant buildings had been constructed:

- A Eversham (11 Rothschild Street)
- B St Edmunds
- C Beverley Lodge
- D Beverley Stables

(Source: Charles D. Pratt, Large town, showing residential area and parks, SLV)

Eversham Subdivision (1933) - 13 Rothschild Street

The extant brick house at 13 Rothschild Street was constructed in 1934 for George and Teresa Hannan.38 The land had been part of the holdings associated with the adjacent weatherboard house at 11 Rothschild Street, which had been built for Henry C Watts by 1892.³⁹ It was identified as *Eversham* on the MMBW plan of 1915.

By 1930, it was owned by Mrs Louisa Watts and part of land holdings comprised of 121 x 182ft. 40 In the 1933 rate book, Ernest Franklin Barnard was pencilled in along with details of a permit – £750, issued on 19 September 1934.⁴¹ In the following year, a brick house was identified though Barnard's name (builder of Carnegie) was crossed out and Hannan was inserted. The area of 13 Rothschild Street was listed as 60 x129ft and that of 11 Rothschild (still owned by L Watts) was reduced to 61 x 182ft.42

The house at 13 Rothschild Street was featured in a 1939 article about jockeys' houses, by which time was owned by Herbert James Morris. This photograph indicates that the building is highly intact and details of the original colour scheme to the timberwork of the windows and doors, which was darker than the clinker brickwork to the plinth and fence. The geometric pattern of the stained glass to the part of the windows and front door is evident.

City of Caulfield Rate Books, 1934, entry no. 802

Sand & McDougall's directories, 1892, p182

⁴⁰ City of Caulfield Rate Books, 1930, entry no. 797

⁴¹ City of Caulfield Rate Books, 1933, entry no. 800

City of Caulfield Rate Books, 1934, entry no. 802



13 Rothschild Street taken in 1939, a few years after its construction. (Source: *Weekly Times*, 13 May 1939, p30)

Beverley Development, Phase 1 (1935) – 12-22 Augusta and 6-10 Rothschild streets

In May 1935, following the death of Elspeth Redfearn, *Beverley Lodge*, on an allotment 200 feet to Rothschild Street and 271 feet to Augusta Street, was offered for sale with the suggestion that the 14-roomed house would make a 'splendid hospital'.⁴³

The land was subdivided into seven allotments (refer to following plan).⁴⁴ In the sale notices of July 1935, the subdivision was described as consisting of '7 splendid building blocks, several passed as pair sites' and 'the substantial brick villa will be sold for demolition at an early date'.⁴⁵ Every lot was sold with that to the corner realising the highest rate, followed by the others in Rothschild, with the three in Augusta Street (lots 5-7) realising a lower rate and being passed as suitable for the construction of pairs.⁴⁶

When the house (Beverley) was offered for demolition, the materials identified were 'large quantity of bricks, slates, Oregon, flooring, weatherboards, doors, mantels, skirting, fencing, sheds, etc' as well as 'beautiful furnishings and appointments, including many valuable old pieces.' Reportedly, workmen discovered a pair of convict leg-irons beneath the house during demolition. 48

During 1936 and 1937, the existing buildings at 6-10 Rothschild Street and 12-22 Augusta Street (pairs)were quickly developed with brick houses.⁴⁹

⁴³ Age, 29 May 1935, p5

⁴⁴ LP13982

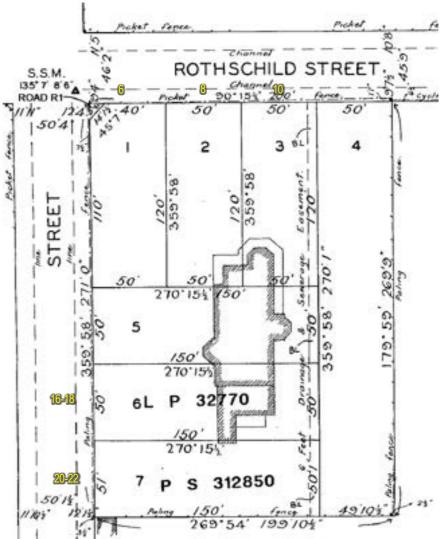
⁴⁵ Age, 20 July 1935, p2

^{46 &#}x27;Every Block Sold', Herald, 31 July 1935, p16;

⁴⁷ Age,10 August 1935, p2

⁴⁸ 'Convict's Leg-Irons Found Under Historic Racing Home', Herald, 2 September 1935, p8

City of Caulfield Rate Books 1936 entry nos 304-307 and 352-356; 1937 entry nos 863-864



Breakup of holdings associated with Beverley Lodge Subdivision Plan LP13982 (13 September 1935) With numbers of current properties overlaid (Source: Landata)

Beverley Development, Phase 2 (1938-39) - 5 Beverley and 32-38 Augusta Streets

In June 1928, a large allotment on the south side of Beverley Street was sold to local builder Peter Morgan. 50 The parcel of land comprised what is now 1-5 Beverley Street and 32-38 Augusta Street and the part within the precinct remained undeveloped for about a decade.51

The two pairs of brick houses at 32-38 Augusta Street were constructed, probably by Morgan, in 1938.⁵² He sold 32-34 and 36-38 Augusta Street to Emily Jane Clark in August 1938.53

Morgan retained the land associated with the flats (and 3 Beverley Street) but went into partnership with another builder John Francis Hilton Sergeant of Prahran in April 1939.54 The flats were completed in 1939.55

⁵⁰ Certificate of Title vol. 1726, folio 160

⁵¹ in 1928, Morgan however built the two masonry houses at 1 and 3 Beverley Street (outside the precinct)

⁵² City of Caulfield Rate Books, 1938 entry nos 859-862

⁵³ Certificate of Title, vol. 5473, folio 478

⁵⁴ Certificate of Title, vol. 6288, folio 588

⁵⁵ City of Caulfield Rate Books, 1939 entry nos 781-788

St Edmunds Development (1938) - 15 Rothschild and 8-10 Augusta Streets

The land at the east side of Rothschild and Augusta streets was acquired by Mary Jane and Catherine Wallworth, both daughters of Smith and Mary Anne (nee Hale) and then spinsters of Hawksburn, in March 1891.⁵⁶ In the following year, the villa which came to be known as *St Edmunds*, was built though Smith Wallworth was listed as the owner/occupant.⁵⁷

Smith Wallworth was a leading hat maker in Melbourne, establishing himself in that trade in 1858, and by 1865 had a successful business in Bourke Street employing 15 people at that time.⁵⁸ He died in September 1893, aged 77.⁵⁹ In 1862, he had applied for a patent (no. 564) for 'a ventilating, heat and grease-resisting hat lining'.⁶⁰

This late Victorian-period villa stood for about 45 years. When offered for sale in February 1937, details of *St Edmunds* were provided along with the upgrade and development options for the site:

Containing 10 Rooms, Bathroom, Wash House &c, This is a Solidly Built Property, and If done up would make a First Class Private or Intermediate Hospital, Guest House or Convalescent Home; the Ample Grounds Would be a Special Attraction. LAND 120Ft. 11 In. X 142 Ft.

This Property Has Also Possibilities for Subdivision, and is Worthy of Attention of Speculative Builders. 61

Shortly after, in October 1937, a local builder George William Keetley, who was then residing in East Malvern, acquired the land occupied by 15 and 17 Rothschild Street and 8-10 Augusta Street.⁶²

In 1938, two brick houses at 15 and 17 Rothschild Street (the later recently demolished) and the semi-detached pair at 8-10 Augusta Street were presumably constructed by Keetley.⁶³ Keetley sold off 17 Rothschild in March 1939 and 8-10 Augusta Street in May 1940,⁶⁴ retaining 15 Rothschild Street until his death in 1954.⁶⁵

Beverley Development, Phase 3 (1941-42) – 22-30 Augusta and 8-10 Beverley Streets

A parcel of land (1 acre, 7 perches) associated with the *Beverley* stables, at the corner of Augusta and Beverley streets, was sold in October 1935 to Achalen Woolliscroft Palfreyman separate to the house.⁶⁶ At this time, Palfreyman was a manufacturer and director of the Commercial Bank of Australia.⁶⁷

The stables continued to be used for racehorses until their demolition six years later in February 1941.⁶⁸ In March 1941, Thomas Nicholas Mckenna, investor, and his wife Emily acquired the corner part and subdivided into three allotments, which were sold between June and August of that year.⁶⁹The three brick pair houses at 24-26 and 28-30 Augusta Street and 8-10 Beverley Street were all completed in 1942.⁷⁰

Certificate of Title, vol. 2338, folio 514. The holdings consisted of four allotments in subdivision plan 2221 extending between Rothschild and Etna streets. Earlier transactions are outlined in vol. 1769, folio 617

⁵⁷ City of Caulfield Rate Books 1892, entry no 62; Sand & McDougall's directories, 1892, p182

^{58 &#}x27;How the New Tariff Works', *Age*, 11 July 1865, p4

⁵⁹ Age, 23 September 1893, p5

⁶⁰ Age, 30 August 1862, p7

⁶¹ Age, 20 February 1937, p3

⁶² Certificate of Title, vol. 6116, folio 146

⁶³ City of Caulfield Rate Books, 1938 entry nos 810-811, 851-852

⁶⁴ Certificate of Title, vol. 6116, folio 146

^{65 &#}x27;Deaths', Herald, 1 February 1954, p4

⁶⁶ Certificate of Title vol. 1726, folio 160

⁶⁷ 'Special Advertisements', *Argus*, 2 August 1937, p8

⁶⁸ 'Phar Lap's Stables Demolished', Weekly Times, 15 February 1941, p38

⁶⁹ Certificate of Title, vol. 6476, folio 094

City of Caulfield Rate Books ,1942, entry nos 790-791 and 867-870

The 1945 aerial photograph shows that the subject precinct had been fully developed by that time. Since then, no major change has occurred in the precinct area.



1945 aerial photograph with the precinct outlined in dashed red. (Source: Melbourne and Metropolitan Project, Run 14, Frame 57714, Landata)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The Tudor Revival/Old English and Moderne styles, both popular during the mid-to-late 1930s, are represented across the municipality in several precincts and individual places, both for residential (houses and flats) and commercial building types, with the emphasis in the following discussion relating to the residential.

Two other precincts were also developed during the mid-to-late 1930s and, similarly, the Tudor Revival/Old English and Moderne styles are well represented in both:

- Beauville Estate and Environs, Murrumbeena (HO12). A larger precinct constructed by the A V Jennings Company consisting of freestanding brick houses, and a few shops, with relatively restrained detailing. The Moderne-influenced examples are more numerous than those in the Tudor Revival style. This precinct has a very consistent character in terms of massing and material palette and includes a cul-de-sac similar to HO169.
- Bentleigh Heights Estate Precinct (HO169). This small precinct was developed over about a four-year period (1939-1942). The quality of the housing is similar in both precincts however the appearance of the buildings varies between the two. The influence of the Tudor Revival is more striking in the subject precinct than in HO169; however, the opposite applies in regard to the Moderne style. There is also some more unusual or quirky detailing to the houses in HO169.

Several precincts in the municipality were developed, either over different phases or the full extent of the interwar period, and while they may include some interspersed examples of the Tudor Revival/Old English and Moderne, the bungalow style tends to dominate. Other popular contemporary styles such as the Spanish Mission/Mediterranean and the Georgian Revival are usually also evident. Key examples of these types of precincts are:

- Bentleigh Residential Precinct (HO69). There are several modest examples displaying the influence of the Old English/Tudor Revival or Moderne styles in this large precinct, which was primarily developed during the interwar period. The prevailing style in this precinct relates to the Californian bungalow and its variations, reflecting the major 1920s phase of development. In addition, there are houses with detailing indicative of other contemporary styles including the Spanish Mission and the Georgian Revival. Regarding the Tudor Revival style examples, the houses in the subject precinct have more extensive use of tapestry brick.
- Rose Hill Estate Street (HO168). This small precinct was mostly developed during the interwar period and features
 examples of most of the contemporary popular styles especially the Bungalow, which is the most prevalent, as well as a few
 examples revealing the influence of the Spanish Mission or Georgian Revival styles from the late 1920s/early 1930s. From
 the mid to late 1930s, there a few examples of the Tudor Revival and Moderne interspersed among the houses.
- Glen Huntly Park Estate and Environs (HO28). It is a large, mostly 1930s development with concrete roadways. This precinct has a varied building stock comprised of a predominantly brick housing in the Spanish Mission/Mediterranean, Old English, Georgian Revival and Moderne styles, as well as some timber bungalows (in Neville Street).
- Hillcrest Avenue and Environs, Caulfield (HO32). A small precinct of consistent masonry housing constructed by the A V
 Jennings Company during 1933 and 1934 with examples of Spanish Mission/Mediterranean and Old English styles
 prevailing.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21, dated 1990:

• All properties – N grade (not significant)

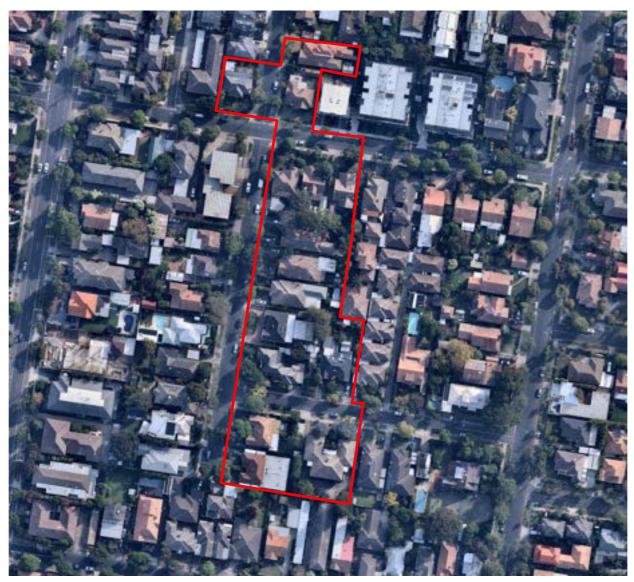
Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy system controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Extent of Heritage Overlay

It is recommended that the *Glen Huntly Tudor-Moderne Precinct* be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of heritage overlay (Source: Nearmap, April 2022)

Gradings Table

No.	Street	Significance
8	Augusta Street	Contributory
10	Augusta Street	Contributory
12	Augusta Street	Contributory
14	Augusta Street	Contributory
16	Augusta Street	Contributory
18	Augusta Street	Contributory
20	Augusta Street	Contributory
22	Augusta Street	Contributory
24	Augusta Street	Contributory
26	Augusta Street	Contributory
28	Augusta Street	Contributory
30	Augusta Street	Contributory
32	Augusta Street	Contributory
34	Augusta Street	Contributory
36	Augusta Street	Contributory
38	Augusta Street	Contributory
5	Beverley Street	Contributory
8	Beverley Street	Contributory
10	Beverley Street	Contributory
6	Rothschild Street	Contributory
8	Rothschild Street	Contributory
10	Rothschild Street	Contributory
13	Rothschild Street	Contributory
15	Rothschild Street	Contributory

DOROTHY AVENUE PRECINCT

Address 1-30 Dorothy Avenue and 35 Turner Avenue, Glen Huntly

Significance Local

Construction Dates circa 1914-1941

Period Federation, Interwar

Date Inspected Late 2019



Statement of Significance

What is Significant?

The *Dorothy Avenue Precinct* is significant. The northern part (1-11 Dorothy Avenue) emerged from the subdivision of the considerable *Caer Glow/Toomuc* estate after 1913 by its well-known owner, the Caulfield councillor and speculator, Alfred Ernest Kitchen, with the original phase of construction activity continuing into the late 1920s. The southern section (12-30 Dorothy Avenue and 35 Turner Street) derived from a large-scale 1914 subdivision by Thomas Evans and Rachel Wood. It chiefly developed over the late 1910s and 1920s, with some subdivision/construction activity occurring during the late interwar period.

The significant components are generally intact, single-storey or attic storey residences in the precinct that date from the Federation or interwar period, which are identified as contributory, including the following elements:

- Early 20th century subdivision pattern,
- Consistent setbacks and general front garden settings,
- Intact roof forms (gabled or hipped), cladding (un/glazed terracotta and concrete tiles) and exposed rafter ends,
- Chimneys, either red brick or rendered, some with corbelling,

- Detailing to the gable ends (wall-hung shingling, half-timbering effect, ventilators),
- Intact walls of red brick or render (roughcast or smooth), some with tuckpointing to the façades,
- Intact painted timber-framed walls clad in weatherboard (some shingled) and/or roughcast sheeting,
- Red or clinker brick detailing including plinths, bands, voussoirs, quoining, or corbelling,
- Front porches with their original detailing including arches, tapered or square columns/piers, and balustrades,
- Timber-framed, double-hung sashes, or casements with toplights, boxed-framed windows and bays, and small arched windows,
- Window detailing stained glass and/or quarrel/diamond leadlighting, decorative glazing bars, and multi-paned,
- Original doors, single or double leafed, most with glazing,
- Original or early low masonry fences (nos 1, 20, 24, 26, 30 Dororthy Avenue and 35 Turner Avenue),
- Basalt kerbing and channelling,
- Interwar concrete (defined by its coarse aggregate) to driveways or crossovers, and
- London plane street plantings (*Platanus x acerifolia*).

Contributory places:

Dorothy Avenue: 1, 2, 4, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, 23, 24, 26, 27, 28, 29, 30

Turner Avenue: 35

Non-contributory places:

• 3, 10, 11, 18, 25 Dorothy Avenue

How is it Significant?

The Dorothy Avenue Precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The *Dorothy Avenue Precinct* is of historical significance for the capacity of its various villas, bungalows, and houses to illustrate the locality's pronounced suburban growth over the late Federation period and interwar years. Underlying its development are two separate large subdivisions and an array of speculative contractor-designers, such as A.V. Jennings Construction Company – the driving mechanics of the area's marked early 20th-century growth – as well as the powerful pull exercised by solid, eyecatching façades to those of middling income. (Criterion A)

The Dorothy Avenue Precinct is of representative significance as a generally intact and varied example of early 20th-century housing, particularly interwar bungalow variants. The presence of a few late Federation villas and some more eclectic 1930s idioms further diversify the streetscape. The overall effect is evocative of a well-off early 20th-century timber/brick residential built environment, in which house visual prominence was conferred on traditional roof forms and conspicuous, individualised facades framed by garden settings. Some original low, predominantly masonry fences – the norm for the era – also contribute to the Dorothy Avenue streetscape, as do basalt kerbing and channelling and the London plane street plantings. (Criterion D)

Description

The *Dorothy Avenue Precinct* encompasses 31 freestanding, chiefly single-storey houses, 26 of which are contributory. These houses address the west side of Dorothy Avenue, with one at the south side of Turner Avenue, continuous with the Dorothy streetscape. The non-contributory properties include a highly modified interwar bungalow (no.3),¹ a postwar house (no. 18), and contemporary development (nos 10, 11 and 25).²

³ Dorothy Avenue was originally a weatherboard bungalow (1927) but has been reclad with brick and its porch/windows modified.

² At 25 Dorothy Avenue, the circa 1922 bungalow remains (traverse gable); however, a hipped-roofed brick wing has been built forward of its original façade.

The generally flat topography of the effectively linear *Dorothy Avenue Precinct* largely retains its early 20th-century subdivision pattern of similarly sized rectangular allotments. A consistent front setback is evident throughout the precinct, providing for a generous front garden typified by lawn, low shrubs, the occasional tree (a few well-established/notable) and paths. A driveway to a side boundary is standard. Some brick front fences are original or early (specified in the grading schedule at the end of this citation). These elements typically relate to the material palette of the primary dwelling. Some concrete driveways, crossovers, and sections of footpath paving derive from the interwar years (coarser aggregate).

Other public domain elements in the precinct installed during its formative period include basalt kerbing and channelling as well as mature London plane (*Platanus x acerifolia*) trees. These deciduous street plantings were likely introduced in the late 1930s and provide an extensive canopy for the streetscape for much of the year.

Expansive vistas over the Frankston railway line are available to and from the precinct.

Contributory houses are typically rectilinear in footprint with double-fronted asymmetrical compositions. Symmetrical compositions, often late interwar in origin, are present but less common.

Houses in the precinct exhibit a varied and proportionally large-scale array of roofs. For the most part, primary roofs are gable types, namely transverse or street-facing single-ridge variants with an incorporated verandah/porch and gabled projection. There are also some hipped roof examples in the precinct, either with a hip or gabled porch. These tend to characterise transitional designs, which allude to the well-established Queen Anne style, or houses built during the 1930s when the hipped roof again became the preferred 'modern' choice.

According to historic aerials, all contributory dwellings initially had tile-clad roofs, with most extant examples being terracotta (some replaced), either unglazed or glazed, with a few clad in concrete tiles, which were available from the 1920s in Melbourne. Most dwellings retain chimneys, either brick (red/clinker) and/or rendered (smooth/roughcast), usually with a square cross-section and limited detailing, such as corbelling or an upper course of contrasting brick. Some retain terracotta pots. Visible rafter ends are common.

The dwellings are mostly constructed of red brick, some with rendered facades or sections (smooth or roughcast). A smaller number are timber-framed and clad in painted weatherboard, except for 23 Dorothy Avenue, which displays extensive use of roughcast sheeting.

Façade fenestration is generally unaltered. Timber-framed double-hung sashes, some boxed and arranged in window banks, are ubiquitous. Leadlighting is common, with a geometric pattern. Some original entrance doors – either single or double-leafed with glazing – are evident.

The housing stock of the *Dorothy Avenue Precinct* reflects a range of popular early 20th-century styles. For instance, there is a good example of a late Federation period Arts & Crafts villa at 7 Dorothy Avenue with a 'natural' palette (roughcast, timber, terracotta tiles) and consciously picturesque aesthetic (roofscape, diagonal orientation, L-shaped internal plan). A handful of other residences also exhibit elements of the Queen Anne style.

However, the majority of housing was built during the 1920s when the bungalow type was predominant.

The precinct has three Federation Bungalows. Such designs are transitional in approach; the archetypal form of the Federation period villa/cottage (asymmetrically placed front gable in line with the verandah/porch) is retained but overlain with 'bungalow' elements. The results were hybrid. In the precinct, continuations from the early 1900s may include tuckpointing, side projections or entrances, faceted or bow bays, and exposed rafter ends, while references to the new bungalow style were expressed via a simplified roof, often hipped, and more controlled detailing, albeit continuing established interests in half-timber effects and roughcast. The replacement of larger verandahs with a more compact/enclosed porch is also a key marker of the Federation Bungalow style. The latter also shares commonalities with the 'Indian' bungalow type, which is expressed at 6 Dorothy Avenue with its balanced façade with central porch, contained (nearly) square footprint, and high pyramidal roof.

In the wake of WWI, the bungalow advanced rapidly in acceptance across Australia. The bungalow mode, a fusion of Pacific coast American housing imagery (such as Greene & Greene or Maybeck designs), British vernacular trends, and by then well-established Australian design approaches, was actively promoted by building magazines – notably the American-based *The Craftsman* or the influential Australian magazine, *Building* – and lending institutions alike. By the late 1910s, bungalows were

mainly the product of builder-designers and widely considered the epitome of middle-class housing; their desirability bolstered by a perceived informal ruggedness, cost-effectiveness, scope for variation and connections to the suburban ideal.

Several sub-types of bungalows are identifiable across interwar Melbourne, all indebted to the ideology of the Arts & Crafts Movement. The Californian and Arts & Crafts types in the precinct are discernible, both employing contained gable roof forms. The former is typified by less intricate façade design and a broad roof form of American origin, while the latter conveys a more direct influence of English vernacular traditions (and their re-interpretation by high-end architects) with steeper roof pitches, wide arched porches, and pronounced use of textured render.

Commonalities between the two include the concentration of decorative effects to gable ends and porches, a focal point of 1920s interwar façade design. In the precinct, gable ends are finished with wall-hung shingles or roughcast, some with half-timbering, and usually with a ventilator. Porches were intended to present as 'solid' and 'grounded' features (predominantly masonry even to timber-framed examples) and incorporated balustrades with piers surmounted by columns/piers (tapered, squared or circular) or timber posts.

The bungalow at 1 Dorothy Avenue is a good example of the 'Craftsman' influence, a variant derived from the designs propagated by Gustav Stickley's magazine, The Craftsman – a principal propagator of the American Arts & Crafts Movement – as well as a contemporary interest in Australia with 'primitive simplicity'. It was generally defined by a rectangular form, symmetrical façades (central or side entrances) and a single-ridged gable roof.3 Similar to other bungalow styles, few examples of the Craftsman in suburban Melbourne were definitive examples; most, like no. 1, were variations of the type (for instance, a projecting porch rather than a recessed one).

The 1930s houses are dispersed across the precinct and are reflective of late interwar styles, namely the Tudor Revival and a restrained eclecticism. Generally, the application of these popular design modes was rarely 'pure', with owners and/or builders blending various influences to produce individualised compositions. In the late interwar years, there was a clear shift towards a more austere approach, as demonstrated by the reduced articulation or ornamentation as evidenced at 30 Dorothy Avenue and 35 Turner Avenue, both 'project homes' complete with garages and front fences designed and built by the highly successful A. V. Jennings Construction Company.

John Clare, *The post-Federation house in Melbourne: Bungalow and Vernacular Revival styles 1900-1930*, Faculty of Architecture and Planning, University of Melbourne, October 1984, Section 1.3

Schedule

The following table summarises key details of each contributory place in the *Dorothy Avenue Precinct*. NB – construction dates derive, in the main, from a review of the Caulfield rate books and the *Sands & McDougall's Directory*.

Photograph



Address and Key Attributes

1 Dorothy Avenue

Craftsman-influenced bungalow, circa 1923

Street-facing gabled roof with skillion-roofed porch

Symmetrical façade with tuckpointed red brick

Porch – squat and tapered roughcast columns atop redbrick piers and balustrade with rendered coping

Paired French doors with concrete lintels

Recessed side entry, flanked by tripartite window banks

Woven wire fence, timber-framed, likely original



2 Dorothy Avenue

Arts & Crafts bungalow, 1927

Double-tiered street-facing gable with timber shingles

Red brick dado and quoining with upper clinker brick band (soldier course)

Recessed flat-roofed porch with segmental arch (inverted dentil pattern to the voussoirs) and double-leafed door

Clinker brick 'column' motifs to porch piers

Tripartite window bank with quarrel leadlighting and central curved glazing bar



4 Dorothy Avenue

Californian style bungalow, 1922

Double-tiered gabled roof, non-original sheet metal

Timber shingles to gable end

Red brick walls, tuckpointing to façade

Flat-roofed porch with tapered roughcast columns, curved timber brackets, and solid balustrade (bullnose brick coping)

Faceted bay window

Double-hung sashes with quarrel leadlighting



Address and Key Attributes

5 Dorothy Avenue

Californian style bungalow, circa 1921

Double-tiered gabled roof with ends clad in shingles, ventilator, and timber brackets

Painted weatherboards

Flat-roofed porch with faceted framing members, paired timber supports atop brick piers, and a solid balustrade (rendered coping) – brickwork overpainted

Tripartite bank of boxed windows with multipaned upper sashes



6 Dorothy Avenue

'Indian' style bungalow, 1916

Terracotta finials, exposed rafter ends, two tall roughcast chimneys – one with paired terracotta pots

Symmetrical façade with red brick walls and roughcast frieze

Sympathetically modified porch – originally, the piers had a rendered caping and wide timber posts with a solid curved bracket (Google Street View, 2013)

Paneled timber door with single sidelight and transom window, decorative glass

Flanking tripartite windows with multipaned upper sashes – arranged in a faceted bay to the north



7 Dorothy Avenue

Queen Anne style, circa 1914

Picturesque gambrel roof with projecting gables linked by a return verandah – 'ladder' fretwork, turned timber posts, and decorative brackets

Terracotta cresting and finials to roof

Half-timbered/roughcast sheeting to gable ends

Notched weatherboard dado walls with roughcast sheeting above – plain painted weatherboards to south elevation

Square bay to Dorthoy Avenue with modified windows (likely originally casements) and toplights (leadlighting)



Address and Key Attributes

8 Dorothy Avenue

Queen Anne style, circa 1915

Pair with no. 9

Hipped roof with front-gabled wing, exposed rafter ends and terracotta finials and ridge cresting

Pair of red brick and corbelled chimneys

Gable-end finished with timber battens and roughcast render

Red brick walls, remnant tuckpointing

Two incorporated verandahs with 'ladder' fretwork and tessellated tile deck

Individual/paired flat-arched windows with rendered sills – some leadlighting

Rear/side additions and gabled carport



9 Dorothy Avenue

Queen Anne style, circa 1915

Pair with no. 8

Hipped roof with front-gabled wing, exposed rafter ends Terracotta finials and ridge cresting (overpainted) Gable-end finished with timber battens and roughcast render

Red brick walls (overpainted)

North verandah remains with replacement decorative timber elements (based on no. 8, Google Street View, 2013) – south verandah infilled

Non-original casement windows and toplights



12 Dorothy Avenue

Federation Bungalow, circa 1916

Cross gabled roof (T-format), terracotta finials, exposed rafter ends

Half-timbering/roughcast finish to gable ends
Red brick walls, remnant tuckpointing
Side porch with timber posts atop brick pedestals
Boxed front window with multipaned upper sashes
Small arched window adjacent to the entrance door
Low postwar brick fence



(Source: Google Street View, December 2021)



Address and Key Attributes

13 Dorothy Avenue

Arts & Crafts bungalow, circa 1927

Double-tiered gabled roof, exposed rafter ends

Gable ends with timber shingles and brick banding/motifs (overpainted)

Tall red brick chimneys

Clinker brick dado with roughcast above to façade

Wide arched porch with a flat roof and buttressing – balustrade (rendered coping)

Tripartite boxed window and paired entry doors with diamond motifs

Side boxed windows with concrete lintels

Original clinker brick fence with piers

14 Dorothy Avenue

Federation Bungalow, circa 1916

Obscured by a high fence and dense foliage

Traverse gabled roof and street-facing gable

Exposed rafter ends and terracotta finials

Half-timbered and roughcast to gable end

Tall red brick chimney

Weatherboard walls with roughcast frieze

Front windows modified

Rear addition

15 Dorothy Avenue

Californian style bungalow, 1923

Partly obscured by a high fence

Double-tiered gable, terracotta tile cladding but originally corrugated metal sheeting, exposed rafter ends, shingled gable ends

Corbelled red brick chimney

Roughcast walls with red brick trim and banding

Side porch with tapered roughcast piers

Bow and faceted bays and small arched windows – quarrel/geometrical leadlighting

Rear addition



Address and Key Attributes

16 Dorothy Avenue

Federation Bungalow, 1921

Hipped roof with street-facing gabled wing, clad in terracotta tiles

Verandah with paired timber posts on brick piers (overpainted), timber deck

Clinker brick chimneys

Walls of weatherboard

Square bay with toplights (translucent glass)

Boxed windows with bracketed sills

Rear addition



17 Dorothy Avenue

Californian style bungalow, 1925

Transverse gabled roof with street-facing gable

Exposed rafter ends

Tuckpointed red brick façade with sections lightly roughcast render and clinker brick soldier course banding and diamond motifs.

Tapered verandah piers with short paired square timber posts and solid frieze

Bow bay, tripartite bank of double-hung sashes Square quarrels/leadlighting



19 Dorothy Avenue

Arts & Crafts bungalow, 1920, Wyralla

Attic-storey residence with transverse gabled roof Shaped bargeboards and brackets to gable ends

Original dormer windows with timber shingles – northern modified

Timber-framed construction, roughcast sheeting
Façade defined by a gabled porch (original entrance)
with flanking timber pergola and recessed balcony

'Pebblestone' finish to piers and chimneys – uncommon in municipality

Casement windows with toplights and multipaned upper sections – first-floor windows may be replacements

Later addition garage



Address and Key Attributes

20 Dorothy Avenue

Art Deco style, circa 1935

Primary hipped roof, glazed tiles

Upper-level addition; however, original single-storey remains interpretable

Smooth rendered walls

Porch with moulded piers and frieze with curved ends

Tripartite windows with squared hoods to the façade – paired small flat-arched windows in the north elevation, all with geometric leadlighting

Original incorporated garage (MacGowan Avenue) and low/curved front fence (rendered, clinker brick plinth) with ribbed/rounded piers, metal gate



21 Dorothy Avenue

Californian style bungalow, 1923

Transverse gabled roof with street-facing gable – ends clad in shingles

Red brick chimneys (clinker brick soider course)

Weatherboard walls

Porch with exposed rafter ends – tapered roughcast columns and masonry balustrade (overpainted)

Windows with multipaned upper sashes



22 Dorothy Avenue

Occupied by 1923 (Sands), but the extant house (evident in the 1945 aerial photograph) has a late interwar character and possibly replaced the earlier dwelling Hipped roof with picturesque jerkinhead profile to front

Rendered chimney with clinker brick soldier course Side porch

Weatherboard walls with roughcast to upper part (frieze)



Address and Key Attributes

23 Dorothy Avenue

Arts & Crafts Bungalow, 1920

Main transverse gabled roof with intersecting streetfacing gable and a gabled porch

Roughcast chimneys

Half-timbered gable ends

Timber-framed clad with roughcast sheeting

Verandah with 'ladder' fretwork and square posts reminiscent of Federation period

Bay window

Visible rear addition



24 Dorothy Avenue

Californian style bungalow, circa 1925

Double-tiered gable roof, exposed rafter ends

Red brick walls, tuckpointed

Porch with rendered and clinker brick banding and square pedestals, rebuilt or new balustrade

Quarrel leadlighting to upper sash

Original or early clinker brick fence with umber tapestry brick coping and banding and curved/wave motifs

Side rear addition



26 Dorothy Avenue

Tudor Revival style, circa 1941

Steeply pitched roof, primary hip with corbelled gable end, tall chimney

Walls of clinker brick

Flat-roofed porch with square piers

Original fence and metal vehicular gates

Likely original but extended clinker brick, flat-roofed garage at the rear



Address and Key Attributes

27 Dorothy Avenue

Californian style bungalow, circa 1927

Transverse gable with dual street-facing gable ends (north has a ventilator)

Original concrete tile to roof

Weatherboard walls

Porch with curved red brick balustrade and rendered coping, tapered roughcast columns

Possibly double-leafed entrance door

Bay with faceted hood/exposed rafter ends and geometric leadlighting to upper window sashes



28 Dorothy Avenue

Californian bungalow, circa 1922

Design repeated at no. 29, adjacent, likely same builder

Primary transverse gabled roof, exposed rafter ends, squat chimney

Street-facing gabled wing with ventilator

Walls of weatherboard

Incorporated verandah with rendered columns and clinker brick detailing, red brick pedestals

Double-leafed entrance door

Boxed tripartite window bank with quarrel leadlighting and bracketed sill



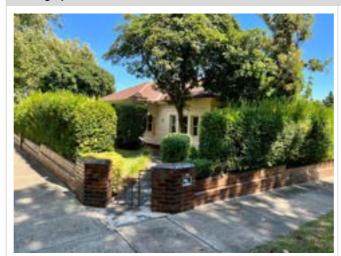
29 Dorothy Avenue

Californian bungalow, circa 1922

See above, mirrored design of no. 28, adjacent, likely same builder.

Retains original low clinker brick fence with umber coping

Mature deciduous tree in front garden



Address and Key Attributes

30 Dorothy Avenue

Restrained eclectic, circa 1934

Similar design with 35 Turner Avenue

Primary hipped roof, likely original concrete tiles

Hipped porch with shouldered arches and double-leafed glazed doors

Lightly textured rendered walls with clinker brick plinth

Smooth rendered bands and window surrounds

Geometric leadlighting

Shared masonry freestanding garage (with west adjacent

Original manganese brick fence



35 Turner Avenue

Restrained eclectic, circa 1934

Mirror design with 30 Dorothy Avenue (see above)

Concrete tiles overpainted, but likely original

Flanking Ionic order columns to porch

Original manganese brick fence

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.⁴ The majority of the southern half was made available as large block holdings from May 1853.⁵ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁶ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁷

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁸ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁹ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions* 74 & 90, *Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.10

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height

⁴ A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

⁵ 'Advertising', *Argus*, 27 May 1853, p9

⁶ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁸ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁹ Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

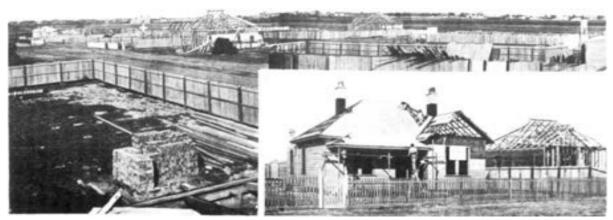
Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. 12 This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road. 13 the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.14

By 1905, the Australian Handbook still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies. 15 The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).16 This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services. 17 Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand. 18

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels).19 By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population.²⁰ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: Australasian, 7 September 1907, p29)

¹² 'A Place Worth Seeing', Prahran Telegraph, 24 November 1888, p24

¹³ Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹⁴ 'Glen Huntly. Ten Years of Wonderful Progress', Brighton Southern Cross, 4 February 1911, p6

¹⁵ The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

¹⁷ The Prahran & Malvern Tramway Trust Act (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

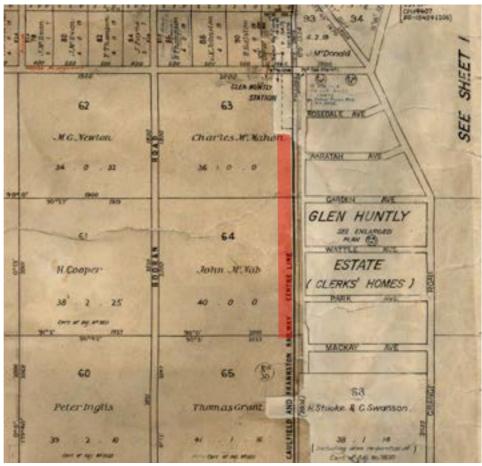
¹⁸ This was possibly the earliest aerodrome set up in Victoria - Gladys Vallati, 'Melbourne's First Aerodrome', Caulfield Historical Newsletter, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

¹⁹ 'Glen Huntly. Rapid Development. Land Dealing and Houses', Herald, 2 October 1913, p4; 'Growth of Glen Huntly', Herald, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', Argus, 4 September 1939, p6

²⁰ Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics

Place-Specific

The *Dorothy Avenue Precinct* formed part of Crown Portion 63 and 64, acquired in 1853 by the wealthy Irish immigrant, Sir Charles McMahon (later MLC and Chief Commissioner of Victoria Police), and John McNab (d. 1875), a 'native of Perthshire, Scotland', and noted Tullamarine-based breeder of Ayrshire cattle, respectively.²¹ This area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' and 'bracken' into the early 1900s.²²



Extract from the parish map with the approximate location of the precinct relative to Crown Portions 63 and 64 shaded red. (Source: Landata, *Parish of Prahran, East of Elsternwick*, P81[11])

The compact locality that arose here in the first few decades of the 20th century had become generally known as 'Glenhuntly' (now Glen Huntly) by the 1910s. Although the precinct, at various times and in line with the municipality's fluctuating internal borders, was also referred to as being in Carnegie or Caulfield South.²³

Crown Portion 63 (1-11 Dorothy Avenue), northern part of the precinct

By September 1853, the English branch of the Rothschilds, the internationally prominent family of Jewish bankers, purchased – through a relative who travelled to Melbourne – Crown Portions 62 and 63, seemingly for speculative reasons.²⁴ Soon after, this

Suzanne G. Mellor, 'MacMahon, Sir Charles (1824-1891)', *Australian Dictionary of Biography*, National Centre of Biography, Australian National University, 1974, available onlie; and F.W.I, 'Ayshires: The Policy of Perpetuating The Best Strains', *Australasian*, 16 September 1933, p50

Special Allotments Clerks' Homes Glen Huntly Estate, Central Plan Office, Put-away plan, P79M, Landata

The confusing nature of these internal borders was referenced by William E. J. Cole, the resident and likely designer of 19 Dorothy Avenue in the early 1930s: 'I live in Glenhuntly, on the Mordialloc railway line, and to the west of the line ... The Postal department requires men to have my correspondence addressed to Carnegie. This is most misleading. Carnegie is on the Gippsland line.' ('Postal District Numbers', *Argus*, 3 November 1933, p8)

September 1853 date on the *Plan & Particulars of the New Township of Mount Gunnersbury in the Parish of* Prahran, Bib ID 1603208, SLV; and application file for transfer of land to Torrens title no. 6874.

acquisition was advertised as the private 'township' development of 'Mount Gunnersbury' (likely inspired by the area's elevated topography and the namesake of the Rothschilds' London estate: Gunnersbury Park).²⁵ The 56 allotment subdivision, now seldom remembered, appears the earliest attempt at town planning in the Parish of Prahran, East of Elsternwick, and was laid out in a gridiron pattern. Several of the proposed street names appear to reference members of the Rothschild family (Rothschild, Laura, Emma, Augusta, Justina [not in use], James, and Latrobe).

Initial sales were sluggish, and the Mount Gunnersbury development and name failed to gain any traction. Unsold land, including the precinct section of Portion 63, was transferred to two scions of the family, Baron Lionel Nathan de Rothschild and Sir Anthony Nathan de Rothschild, baronet, in 1874; upon which it was re-subdivided and again offered for auction.²⁶ A Richmondbased butcher, Charles Beissel, brought the land bound by Rothschild, James, Culma streets and Dorothy Avenue (probably established at the same time as the railway line) – roughly 9 acres (3.6 ha) – the next year.²⁷

After several transactions, this holding was acquired by Tom Agg Hills, Esquire, in 1896. At this point, the vacant property had been reduced to about 7 acres (2.8 ha) following the establishment of the Frankston railway line. 28 By the following year, Hill – an accountant 'well known in financial and mining circles in the city'29 – was recorded as the occupant of a commodious brick villa, named Caer Glow, on the east side of James Street (now 4 Malvolio Street), 30 Hill's Caer Glow property, alongside the Beverley Estate (established in 1890 on the western side of James Street by the racehorse identity James Redfearn), were the larger estates in the then lightly populated locale south of Glenhuntly Road and west of the railway line.

By 1902, the Caulfield rate book identifies Alfred Ernest Kitchen as the owner of the Caer Glow and its estate, which he had renamed Toomuc.31 For reasons unknown, the transfer of title was not recorded until later; Kitchen acquired some 5 acres (2 ha) south of Malvolio Street from Hills in 1906 and another 2 acres (0.8 ha), including the villa itself, from a New South Wales grazier (George R. Jackson) two years later (Jackson had brought it from Hills about a year prior).32

At this point, in his mid-30s, Kitchen appears to have been pursuing a return to prosperity. Formerly a farmer and justice of the peace out at Pakenham, he had been declared bankrupt in 1896, and his rural property 'sequestered' to meet his 'forty-one thousand pounds' liability, 33 At that point, Kitchen was operating in Melbourne as a commercial traveller, possibly for the candle manufacturer J. Kitchen & Sons (founded by his grandfather) and Cuming, Smith, and Co. (prominent fertiliser producers).34 Similar to many well-connected insolvents in the period, Kitchen appears to have utilised social connections and access to capital to rectify his finances, as demonstrated by his purchase of the Caer Glow estate. From this seat, he became well-known in the municipality and was elected to Shire of Caulfield in 1911, serving roughly five years.³⁵ He also acted as vice-president of the Glen Huntly Progress Association – a vocal advocate for local 'advancement', which corresponded with his real estate/development activities.36

Likely with an eye on the gathering pace of development in Glen Huntly, Kitchen undertook a progressive wholesale subdivision of the large Caer Glow/Toomuc estate from 1913.37 This carved up of the grounds in various suburban-sized allotments, extended Rothschild Street and laid Malvolio and Culma streets (both named after racehorses associated with Redfern's celebrated nearby stables, since demolished) as well as the interlinking section of Dorothy Avenue.

²⁵ Plan & particulars of the new township of Mount Gunnersbury in the Parish of Prahran, 1853, SLV

²⁶ 'Advertising', Argus, 18 August 1874, p8; and Certificate of Title, vol. 695, folio 944

²⁷ Certificate of Title, vol. 803, folio 579

²⁸ Transferred to The Board of Land Works, 1882 – Certificate of Title, vol. 803, folio 579

²⁹ 'Obituary', Australasian, 27 June 1908, p40; 'The Companies Bill', Age, 23 September 1896, p5; 'Pittsfield Estates United Mining Company No Liability', Age, 27 December 1898, p3; 'Scotia Gold Mines', Tumut Advocate, 5 December 1905, p3; and 'Tasman and Crown Lyell Extended Mines', Mercury, 3 November 1908, p3

³⁰ Caulfield rate book, January 1897, entry no. 3

³¹ Caulfield rate book, December 1902-September 1903, entry no. 2974

³² Certificate of Title, vol. 2598, folio 534; and Certificate of Title, 3196, folio 194

³³ 'The Honorary Magistracy', Age, 13 September 1889, p5; and 'A Sequestered Estate', Weekly Times, 20 June 1896, p23

³⁴ 'Obituary', Argus, 20 April 1936, p10

³⁵ 'Caulfield', Brighton Southern Cross, 1 July 1911, p8; and 'Caulfield Election', Malvern Courier & Caulfield Mirror, 10 December 1910, p1

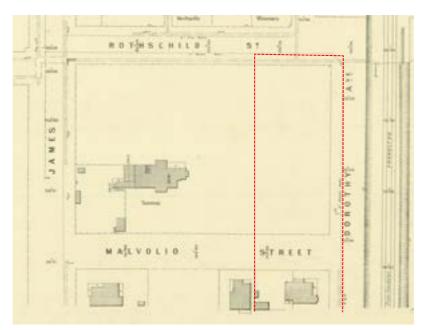
³⁶ 'Progress Associations. Lively Meeting at Glen Huntly', Brighton Southern Cross, 23 May 1908, p4

³⁷ LP 6658 (1915) and LP 6806, Landata; and Certificates of Title, vol. 3657, folio 391 and vol. 3751, folio 120

Transfer of the offered portions of the *Caer Glow/Toomuc* estate to individual owners occurred within a couple of years of their sale. Kitchen himself deposed of the remnant land and his suburban villa in 1917, presumably returning to his Pakenham property, rechristened the 'Toomuc Apple Estate', where he died in 1936.³⁸

Residential development was steady, in line with Glen Huntly's overall growth and consolidation from the late Federation period. The block between Malvolio and Culma streets consolidated first, with four freestanding dwellings – split between brick and weatherboard, most with a transitional character (Federation Bungalows) – constructed over 1915 (refer to MMBW map below). Of these, three remain (10 Dorothy Avenue was demolished/replaced circa 2019). A few more bungalows had appeared to the northern and southernmost blocks by 1916. As part of this disparate group, the distinctive bungalow at no. 6 was built on behalf of a commercial traveller, Frank Worrall.³⁹ Another collection of bungalows, erected over the early 1920s, characterised the precinct between Rothschild and Malvolio streets. While near the end of the decade, the remaining allotments (nos 2 and 13) accommodated bungalows. This development included the replacement of a workshop built several years prior at no. 13.

From the late 1890s, public deliberations about imposing brick-only restrictions in certain areas of Caulfield were recurrent. Ostensibly, such regulations were to mitigate the danger and damage of fire posed by weatherboard buildings ('combustible materials'). As brick was more costly than weatherboard, such calls were also underset by social dimensions; the call for a 'certain class' of residence also implying a preferred type of resident. By 1910, Caulfield Council had the power to declare 'brick areas', albeit loopholes and exceptions appear to have existed. At least a portion of Kitchen's subdivided estate was designated a brick-only area around 1916. Such a status was soon contested by Kitchen's request to go ahead with the erection of a previously approved 'wooden house'. One councillor supportive of the request voiced a concern that 'it was useless to attempt to make Caulfield a rich man's suburb only'. The presence of post-1916 weatherboard houses in the precinct appears to indicate that the brick-only bylaws were either weakened or ended soon after implementation.



MMBW plan no. 2776, Caulfield, dated October 1915.

The unsubdivided *Caer Glow/Toomuc* estate, then occupied by Alfred E. Kitchen, with 7 Dorothy Avenue (straight hatching/timber) evident to the bottom of the frame. Precinct outlined. 'V' signifies verandahs/porches. (Source: SLV)

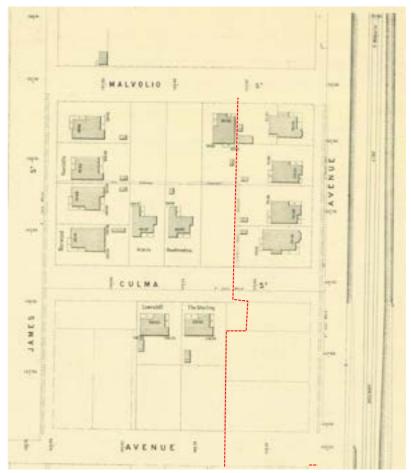
³⁸ 'Controlled Toomuc Estate', *Herald*, 20 April 1936, p2

Caulfield rate book, December 1916-September 1917, entry no. 7785

⁴⁰ 'The Caulfield Building Regulations', *Brighton Southern Cross*, 30 July 1910, p10; and 'Building Regulations', *Brighton Southern Cross*, 23 July 1910, p4

⁴¹ 'Town Talk', *Prahran Telegraph*, 3 June 1916, p4

It was reported in 1917 that 'Caulfield Council rather favours the fixing of a minimum cost for houses – to prevent cheap, ramshackle buildings going up – in place of the present system of the creation of brick areas' ('Brick Areas', *Prahran Telegraph*, 19 May 1917, p4). There was a covenant on this block bound by James Street, Dorothy and Hawson avenues, and the first line of lots addressing Culma Street (including 11 Dorothy Avenue), that 'no dwelling house or other dwelling will be erected at a less cost than £350' – Certificate of Title, vol. 3929, folio 616. Possibly this is an instance of such an arrangement.



MMBW plan no. 2768, Caulfield, dated November 1915 7 to 10 Dorothy Avenue are developed. Straight hatching indicates weatherboard; diagonal hatching/brick. (Source: SLV)

Over the interwar period, the houses in the precinct were predominantly owner-occupied, typical for the area, and accommodated inhabitants whose occupations spanned the gradations of the middle classes: electrician, manufacturer, commercial travellers, driver, engineer, contract builders, house duties ('HD'), etc.43

The precinct's housing stock in the early 1930s is depicted by the following oblique aerial.



Extract from a circa 1931 oblique aerial photograph of Glen Huntly, facing south-east, showing the northern part of the precinct. (Source: Source: Charles D Pratt, Large town, showing residential area and parks, SLV)

Review of Caulfield rate books

The pair of aerial photographs that follow, dated 1931 and 1945, shows all of the contributory properties as developed in the northern section of the *Dorothy Avenue Precinct*, including their original footprint.



Rothschild St

Malvolio St

Culma St

Hawson Ave

1931 aerial photograph of the northern part of the precinct. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)

1945 aerial photograph of the northern part of the precinct. (Source: *Melb. And Metropolitan*, No. 5, Run 14, Frame 57714, Landata)

Crown Portion 64 (12-30 Dorothy Avenue and 35 Turner Street), southern part of the precinct

In 1911, Thomas Evans – the Carnegie-born principal of Middle Park State School – and 'married woman', Rachel Wood, both of Albert Park, acquired some 38-acres/15 ha (reduced following to the Franks/Caulfield railway line) of Crown Portion 64 as tenants in common.⁴⁴ Seemingly, this holding was vacant.

The personal or business relationship of Evans and Wood is not known; however, around the same time they are also acquired undeveloped land in the Carnegie area (24-acres of Allotment A), which they also subdivided residentially as the 'Lisava Estate' (1912).⁴⁵ The release of their Glen Huntly holding followed in November 1914, with Evans and Wood organising the pegging out of a 173-allotment subdivision, including the allotments that comprise the precinct.⁴⁶ As part of the 1914 subdivision, Hawson, MacGowan, Foster, and Sylvander (Turner) avenues were established, as was the middle section of Dorothy Avenue; however, the City of Caulfield would not request tenders for their 'construction' until 1920.⁴⁷

^{44 &#}x27;Obituary Mr. Thomas Evans', Argus, 27 1939, p2; and Certificate of Title, vol. 3468, folio 3491

⁴⁵ Certificate of Title, vol. 3468, folio 490

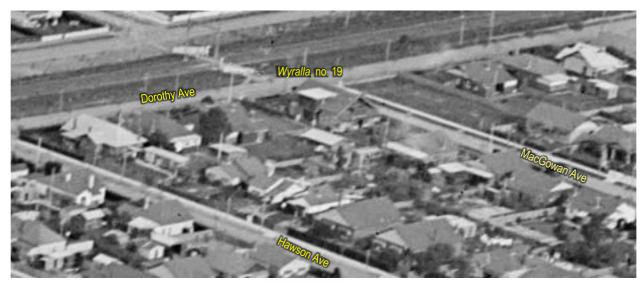
Landata, LP 6534

^{47 &#}x27;Advertising', Argus, 8 May 1920, p8

From a trickle of sales in 1915, the pace of transfer increased steadily. By the early 1920s, the majority of the lots had passed into the hands of individual buyers.⁴⁸ In some cases, some of the lots were purchased in pairs and either land banked for later development (30 Dorothy Avenue and 35 Turner Avenue) or established initially as substantial residences set amidst larger gardens (19 Dorothy Avenue) with subdivision and redevelopment occurring predominantly during the course of the late 1930s and 1940s.

The built environment of the wider estate, including the precinct, chiefly developed between the cessation of WWI and the mid-1920s.⁴⁹ During the interwar years, at the level of private suburban development, the presence of an architect was relatively uncommon. An exception in the precinct may have been Wyralla at 19 Dorothy Avenue. This accomplished 1920 attic-storey bungalow may be the design of its long-term initial occupant, William E. J. Coles, a prolific gun collector and later the proprietor of 'Mooyoopgoonong Wilde Life Garden' in Frankston. 50 Coles had operated the family paint supply firm ('Coles Brothers') until 1916, after which the Caulfield rate book and some press coverage identify him as an 'Architect', conspicuously during his residence at Wyralla.51

A section of the Dorothy Avenue aspect of the precinct, photographed around 1931, is available below. Note the original extent of the dormer window (northern roof plane) and rear balcony at Wyralla, both of which are modified, as well as the composition of no. 23's roof (since subject to rear additions).



Extract from a circa 1931 oblique aerial photograph of Glen Huntly, facing south-east. Left to right, 15, 15, 17, 19, 21, 22, and 23 Dorothy Avenue are visible. (Source: Source: Charles D. Pratt, Large town, showing residential area and parks, SLV)

Certificate of Title, vol. 3468, folio 490

⁴⁹ Review of Caulfield rate books, 1920-26

⁵⁰ W. Shelton-Smith, 'Evolution of Firearms: Mr. W. E. J. Cole's remarkable Collection', Argus, 5 January 1929, p3; 'Table Talk', Standard, 28 August 1947, p10; and 'William Edwin James Cole, Gun Collector (1864-1952)', Museums Victoria Collection,

⁵¹ Caulfield rate book, December 1922-September 1923, entry no. 383



1945 aerial photograph of the southern section of the precinct (Source: Melb. And Metropolitan Project, No. 5, Run 14, Frame 57714, Landata)

During the late interwar period, the pair of similarly composed rendered houses and semi-detached garages at 30 Dorothy Avenue and 35 Turner Avenue were built. This pair is considered the first subdivision (the corner allotment 173) development undertaken by the A. V. Jennings Construction Company: the Depression-era creation of developer Albert V. Jennings. ⁵² Imaginably, his known early collaborators, the veteran contractor William Vines and talented in-house designer 'Ed' Merton Gurney, were involved with this project. ⁵³ The company also built the residence at 20 Dorothy Avenue. ⁵⁴

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The *Dorothy Avenue Precinct* is one of several residential precincts with a contributory housing stock comprised of late Federation and Interwar period developments; a built testament to the increased pace of growth of the municipality, particularly Glen Huntly, in the wake of WWI and consolidation over the 1920s. Differentiating this small precinct is its variety of intact bungalow modes, including transitional examples and less common types like the Craftsman and Federation Bungalow style.

Albert Victor Jennings (1896-1993), a Glenhuntly-based real estate agent, financed his first foray into the housing development (78 Booran Road) by selling his family house at 4 Emma Street, South Caulfield. Early successes led to a series of individual and estate developments in the municipality, with the operations formalised as 'A.V. Jennings Construction Co.' in 1934, which evolved into a national construction firm. (Donald S. Garden, *Builders to the Nation: the A.V. Jennings story,* Melbourne University Press, 1992, Chapter 1)

William Vines (1891-1967) began work in the building industry at the age of 13. By the 1920s, he was a well-known contractor in the Caulfield area. Edgar Merton Gurney (1911-88) operated as the company's chief designer for over two decades. He moved with ease between the various styles of the interwar years. (Garden, *Builders to the Nation*, chapter 1)

⁵⁴ 'Dorothy Avenue, 20, Glen Huntly', Victorian Collection, Museums Victoria, available online

Only a small number of interspersed residences in this precinct derive from the 1930s, with the bulk appearing over the early-tomid 1920s. Accordingly, the predominantly early interwar character of the Dorothy Avenue Precinct makes it less comparable to others in the municipality that developed at the end of the period, such as the Hillcrest Avenue and Environs (HO32), Glen Huntly Park Estate and Environs (HO28), Vadlure Avenue and Balaclava Road (HO76), or Bruce Court and Environs (HO86). Largely or wholly the product of the 1930s, these precincts illustrate the shift in domestic design over the decade towards eclecticism (materiality and form beginning to replace applied decoration as the main method of communication); qualities that are noted at 26 and 30 Dorothy Avenue and 35 Turner Avenue.

More comparable precincts in Glen Eira are those with a preponderance of 1920s bungalows, including:

- Glen Eira Road and Environs (HO73). A precinct in Caulfield North consisting of commodious/substantial houses on main roads (Bambra, Glen Eira and Kambrook), derived from the carved-up grounds of a late 19th-century estate, Nithsdale. Most of the housing stock are bungalows, interspersed by late interwar housing examples and some Federation period villas. It includes a greater array of 1930s houses, including examples in the Mediterranean/Spanish Mission styles, which are not represented in the Dorothy Avenue Precinct. Another difference is that all the houses are of masonry construction.
- Bentleigh Residential Precinct (HO69). A sizable residential precinct, predominantly of the late 1920s and characterised by modest brick houses with a high proportion of bungalow modes with some revival styles (Spanish Mission, Old English, Moderne).
- Ormand Precinct (HO75). An expansive, chiefly early interwar development formed by economical weatherboard bungalows. Also includes some Victorian and Federation development as well as some commercial stretches along North and McKinnon roads, and a school.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

All properties – N grade (not significant)

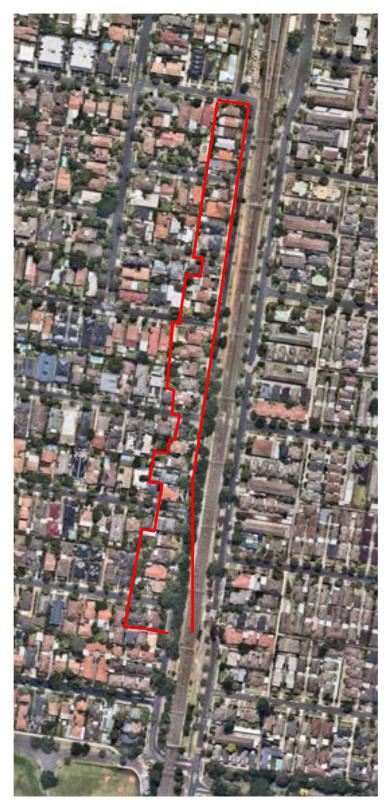
Recommendations

Heritage Overlay Schedule Controls

No
No
No
Yes
No
No
No

Extent of Heritage Overlay

It is recommended that the *Dorothy Avenue Precinct* be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places that comprise the precinct.



Recommended extent of heritage overlay. (Source: Nearmap, February 2020)

Gradings Table

No	Street	Significance
1	Dorothy Avenue	Contributory
2	Dorothy Avenue	Contributory
3	Dorothy Avenue	Non-contributory
4	Dorothy Avenue	Contributory
5	Dorothy Avenue	Contributory
6	Dorothy Avenue	Contributory
7	Dorothy Avenue	Contributory
8	Dorothy Avenue	Contributory
9	Dorothy Avenue	Contributory
10	Dorothy Avenue	Non-contributory
11	Dorothy Avenue	Non-contributory
12	Dorothy Avenue	Contributory
13	Dorothy Avenue	Contributory
14	Dorothy Avenue	Contributory
15	Dorothy Avenue	Contributory
16	Dorothy Avenue	Contributory
17	Dorothy Avenue	Contributory
18	Dorothy Avenue	Non-contributory
19	Dorothy Avenue	Contributory
20	Dorothy Avenue	Contributory
21	Dorothy Avenue	Contributory
22	Dorothy Avenue	Contributory
23	Dorothy Avenue	Contributory
24	Dorothy Avenue	Contributory
25	Dorothy Avenue	Non-contributory
26	Dorothy Avenue	Contributory
27	Dorothy Avenue	Contributory
28	Dorothy Avenue	Contributory
29	Dorothy Avenue	Contributory
30	Dorothy Avenue	Contributory
35	Turner Avenue	Contributory

GLEN HUNTLY COMMERCIAL PRECINCT

Address 1116-1148 (south side), 1160-1226 (south side), 1157-1225 (north side) Glenhuntly

Road, 1-8A (east side) Royal Avenue, and 3 Royal Lane, Glen Huntly

Significance Local

Construction Dates Circa 1909-39

Period Federation and Interwar

Date Inspected Late 2019



South side of Glenhuntly Road, west of the railway line

Statement of Significance

What is Significant?

The *Glen Huntly Commercial Precinct* is significant. The formation and consolidation of the precinct mirrored the area's broader pattern of development and, more broadly, the rise of suburban retailing, which advanced progressively from the 1880s. From the late 1890s, a handful of shops appeared east of the railway line, on the northern side of the road. Further spurts of commercial construction occurred on both sides into the late Federation period as a dedicated shopping strip appeared, although still to the east of the railway line. By the early 1920s, the land fronting Glenhuntly Road to the west of the railway line was also given over to commercial activity as it became Glen Huntly's 'business street, lined with shops of the quality which such a community requires' (*Herald*, 2 October 1913, p4). The precinct consolidated primarily over the 1920s, with only two additional developments in the late 1930s (nos 1116 and 1120).

The significant components are generally intact single and two-storey shops dating from the Federation and interwar period, which are identified as contributory, including the following elements:

Intact parapets and pediments to single-storey buildings,

Intact first floors and parapets, including pediments and all ornamentation to two-storey buildings,

Visible/expressed roofs, usually clad in corrugated metal sheeting or terracotta tiles,

Intact masonry walls, including overpainted sections, render (smooth or roughcast – sometimes unpainted), or brick banding/patterns (mostly clinker), tuckpointing, and pilasters,

Decorative or moulded rendered/pressed elements, including cornices, recessed panels, string courses, raised motifs, dentilation, corbelling, strapwork, shingled skirting, window hoods, sills or lintels (some bracketed), etc.,

Timber-framed windows, including all double-hung sashes, picture windows, and oriel types, and multipaned upper sections,

Cantilevered canopies, including original pressed metal soffits,

Original or early shopfront elements, including recessed entries, pressed metal ceilings, masonry thresholds, tiled/granolithic/masonry lobbies, tiled/brick stallboards, fine metal framing (often bronze/brass finish), shopfitter stamps, timber-framed half/full glazed doors, fanlights, frosted or reeded glass screens, and leadlighting, and

Rear laneways, including basalt pavers.

Contributory places:

- Glenhuntly Road: 1116, 116A, 1118, 1120, 1122, 1124, 1126, 1128, 1130, 1132, 1134, 1136, 1138, 1140, 1142, 1144, 1146, 1157, 1159, 1161, 1163, 1164, 1165, 1166, 1167, 1168, 1169-1171, 1170, 1172, 1176, 1178, 1179-1181, 1180, 1182, 1183, 1185, 1187-1189, 1188, 1190, 1192, 1193, 1194, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1220, 1221, 1222, 1223, 1224, 1225, 1226
- Royal Avenue: 5, 6, 7, 7A, 8, 8A

Non-contributory places:

- Glenhuntly Road: 1148, 1160, 1162, 1174, 1173-1177, 1184, 1186, 1191, 1198, 1200, 1202, 1204, 1206, 1208, 1210
- Royal Avenue: 1, 1A
- Royal Lane: 3

How is it Significant?

The Glen Huntly Commercial Precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The *Glen Huntly Commercial Precinct* is of historical significance as a longstanding focus of economic and social activity for the Glen Huntly community. Its range of single and two-storey shops, a former State Savings Bank of Victoria premise, and overall character and form reflect that of a traditional suburban shopping strip that was progressively established over the early 20th century to serve local needs. Its growth and consolidation demonstrate the wider, relatively rapid development of Glen Huntly as a suburb over the Federation and interwar years. The evolution of the precinct during this time illustrates the important role of the expanding rail and tram network in facilitating residential/commercial advancement and the extent to which small-scale, speculative private investment, routinely that of nearby residents, often drove construction activity. It also attests to the extent to which the perceived vigour of the neighbourhood retail centre – its diversity of goods and services, presentation of its buildings, energy of its shopkeepers, the vitality of its thoroughfare – was linked to the 'progress' of the locality, as demonstrated by how the shopping strip was employed in a range of prints and images to promote the suburb. (Criterion A)

The *Glen Huntly Commercial Precinct* is of representative significance as a generally intact and cohesive example of an early 20th-century suburban shopping strip. Its building stock is indicative of the Federation and interwar years, illustrating an underlying Arts & Crafts aesthetic, which is communicated by the street's principal material palette of red brick combined with sections of render and joinery/shingles as well as the restrained application of 'free' compositional approaches. Such architectural expression, then highly favoured for commercial design, utilised decorative parapets, rhythmically deployed pilasters, and a plethora of classicised ornamentation. Pairs and runs of near-identical façade designs, together with a handful of 'statement' buildings, namely 1193-1195 and 1211-1213 Glenhuntly Road and 7-8 Royal Avenue, underlie a visually coherent streetscape with a bold parapeted skyline, regular fenestration, and human scale. A small group of late 1930s shops also have an Art Deco/Moderne character, which adds some variety to the streetscape through their sleekness and striking geometric features. The precinct also contains a comparatively large number of surviving original/early shopfronts, which are telling of the role of professional shopfitters at the time, several of which are particularly fine. (Criterion D)

Description

The *Glen Huntly Commercial Precinct* encompasses a sizable suburban shopping that encompasses both sides of Glenhuntly Road on either side of the Frankston railway line to differing degrees, stretching from the Frankston railway line to James Street on the west and Grange Road. The arterial carriageway of Glenhuntly Road is generally flat and bitumen surfaced with double tram tracks. Rear lanes, which were established as service/night soil lanes by late 19th and early 20th century subdivisions, are also included within the precinct's boundaries. The original basalt pavers remain in the lane between Station Place and Watson Grove, while the other lanes are paved in concrete. Kerbing and guttering appear to be contemporary (concrete), except for some basalt kerbing to the east side of Station Place near its intersection with Glenhuntly Road.

For the most part, the precinct comprises single and two-storey shops, which date from the Federation or interwar periods. The commercial use of these buildings mostly continues. There is also a largely intact interwar bank chamber at 1192 Glenhuntly Road (former State Saving Bank of Victoria), now a converted shop. Another former bank (E.S. & A.) at no. 1174 has been replaced or heavily modified. It is noted that the façades of some earlier shops were remodelled, mostly in the late 1930s. Three interspersed three or four-storey mixed-use units with shopfronts, the result of lot consolidation, make up the chief components of contemporary redevelopment and are located southeast of the railway. Otherwise, the early subdivision pattern – mainly that of narrow fronted and elongated lots – has endured.

The building stock forms a near-continuous street wall with no setback to front or side boundaries, outside of the former State Saving Bank of Victoria (no. 1192) and the interruption of some contemporary development. Principally, design treatment is focused on the street frontages, with several examples of near-identical pairs or groups of contributory buildings. Some shops, however, do have visible side elevations. There are a relatively high number of generally intact rear elevations, which are visible from laneways or car parks. These mostly consist of a combination of one- and two-storey red brick wings with plain/corbelled chimneys.

Roofs are predominantly concealed hipped or skillion and – as typical for a suburban shopping strip, even a main road – clad in corrugated metal sheeting (some of which may be original). A few roofs are expressed (1157 and 1192 Glenhuntly Road and 7 and 8 Royal Avenue) and clad in terracotta tiles (also at nos 217-1219 and 1185). Parapet variants include plain, curved, arched, and stepped.

In general, an Arts & Crafts influenced material palette defines the precinct. The latter revolves around the visual contrast created by walls of, often deep, red face brick – primarily laid in stretcher bond, some tuckpointed – and limited sections of render, either smooth or roughcast, which is applied to banding, recessed panels, pilasters and pediments. Some sections of render are unpainted, as originally intended. The mostly rendered façade of 1217-1219 Glenhuntly Road (half smooth, half roughcast) is an exception. Clinker brick bands are also evident on the interwar developments. Many of these elements have been overpainted.

Original openings to the upper façade of two-storey buildings are varied in arrangement, specifically that of pairs or tripartite window banks, but are universally timber-framed with double-hung sashes. Some interwar shops have boxed windows, multipaned upper sashes, and/or rounded or square oriel bays with shingled timber skirting. Bracketed concrete canopies to the first-floor windows are evident for the run of two-storey shop/residences at nos 1122-1146.

Footpath spanning verandahs were a characteristic of Federation period shops, while those erected in the interwar years have cantilevered canopies, often with pressed metal soffits (some of which survive). All original verandahs have now been replaced with cantilevered awnings. While not original to several shops, this feature supports the visual cohesiveness of the precinct and its commercial tenor.

Unlike other similarly sized commercial conservation areas in the municipality, there are only a small number of 'statement' buildings. Instead, most of the contributory building stock is broadly indicative of popular architectural currents at the time of their construction, that is, the Federation (the mid-1890s to 1915) and early interwar period (1920s).

^{1 1116, 1147, 1148, 1157, 1223, 1225} and 1226 Glenhuntly Road and 5, 6, 7 and 8 Royal Avenue. NB – the façade of 1148 Glenhuntly Road has been modified/replaced. Its side and rear elevation, however, appear to be largely intact.

Federation period

This layer of development, confined to the east of the railway line, has been most affected by contemporary redevelopment, but still has several examples of 'Free' design modes (Free Classical or Free Style). These interrelated idioms – ranging from the classical tradition to the American Romanesque and Queen Anne Revival – were fused and overlaid, often creatively, without any excessive concern for academic correctness. Chiefly a non-domestic style, it was ubiquitous across Melbourne's commercial and institutional landscape in the early 20th century, displaying restrained parapets and a light application of classicism (symmetrical, well-proportioned, applied ornamentation, pilasters, etc).

Illustrative Federation period examples follow.



1164 Glenhuntly Road – Free Classical Style. Overpainted red brick, curved pediment with scroll ornament, recessed panels (faint 'ghost sign' to centre), moulded coping, and remnant urns. Modified shopfront but retains central entrace. Brickwork overpainted.



1193-1195 Glenhuntly Road –Free Classical Style to first floor. Stepped/curved parapet wth distinctive accent. Altered central window but original flanking narrow/arched openings. Vermiculated/rosette console brackets. Brickwork overpainted.



1170 and 1172 Glenhuntly Road – Free Style shop. Central and convex parapet, finished in roughcast render with construction date in relief, small slot panels, and moulded cornice and copping. Red brick (overpainted) pilasters.



1176 and 1178 Glenhuntly Road – pair of Federaiton period shops surmounted by plain and rectilinear parapet with three/shared pilasters and moulded copping. Parapet 'face' traditionally given over to commerical signage. Single survivng orb (right).

Interwar period

Commercial buildings dating from the early to mid-1920s make up the most sizeable layer in the precinct, particularly to the western section. These shops tend to be expressive of the interwar variant of the Free Classical Style. Accordingly, their presentation is diverse, although a number of identical pairs or groups are evident, with stress placed on plain surfaces and stripped-back classicised detail.

Key elements of this 'free' approach within the precinct include: symmetrical composition, rectilinear/curved/stepped parapets, simplified mouldings or coping, slender/small recessed or angled slots, sparse dentilation, attenuated pilasters (often with projecting caps and strapwork), clinker brick banding (soldier course), and narrow projecting/corbelled window hoods.

Other interwar period design approaches interspersed across the precinct include a pronounced classicised/Georgian Revival influence at the former State Saving Bank of Victoria chambers (no. 1192) and the two-storey commercial premise at 7 and 8 Royal Avenue, as well as a few eclectic late 1930s examples of the Moderne/Art Deco style.

Some illustrative interwar examples follow.



7 and 8 Royal Avenue – Arts & Crafts influence. Arched pediment, exposed rafter ends, boxed windows with shingled hoods and corbelling, small central window with splayed/shaped architrave, leadlighting, and clinker brick banding (soldier course).



1192 Glenhuntly Road – Georgian Revival aesthetic/domestic character. Distinctly for idiom, asymmetrical. Bellcast roof and tall red brick chimney. Sheeted soffit. Inscribed Roman numerals (construction date) and unusual raised motif to small triangular pediment. Balconette with French doors. Original multipaned windows. Ground-floor shop window modified in the early 1980s. Cantilevered canopy non-original.



Early 1920s group of shops in the Free Classical style at the corner of Glenhuntly Road/Station Place – note oriel windows (rounded and squared) at respectively nos 1157 (full set of orbs and expressed roof) and 1161. Distinctive coping to pilasters at nos 1161 and 1163.



Interwar streetscape in the north-eastern section of the precinct with the substantial 1211 and 1213 Glenhuntly Road centre image – a well-resolved 1920s example of the Free Classical style with striking pilastrated window arrangement and heavy projecting lintel/sill. In general, note restrained classicised detailing to the upper façades, including simplified parapets, dentilation, banding (render and clinker brick), and pilasters (some strapwork). Render unpainted.



Left to right – 1132 to 1124 Glen Huntly Road– run of twelve near identical early 1920s shops in the south-western section of the precinct. Reserved examples of the Free Classical Style – upper facades, curved/rendered parapets, corbelled narrow window hoods, string course, and framing pilasters with projecting caps/strap work.



1125 Glenhuntly Road – a large commercial brick (overpainted) premise with a chamfered corner in a restrained version of the Free Classical Style. Recessed windows with multipaned upper sash, patterned glazing, and concrete lintels (overpainted).



1116 Glenhuntly Road – late 1930s shop, Art Deco/Moderne style. Rendered upper façade (likely initially white). Textured/variegated brickwork, curved parapet line with recessed and rectilinear, stepped pediment, and framing ridged fins. Window altered.



Left to right, 1222-1224 to 1215 Glenhuntly Road – overpainted brickwork, rectangular stepped pediment flanked by roughcast square piers that puncture the parapet line, and roughcast frieze/band or moulded cornice.

Shopfronts

There are a high number of original or early shopfronts within the *Glen Huntly Commercial Precinct*, which are largely intact. As such features are usually lost, shopfront elements dating from the Federation period or interwar years are important and should be conserved/reconstructed. Early 20th-century shopfront designs – often the preserve of professional shopfitters (their presence signalled by their 'stamp') – proved an innovative era; the increased availability of high-quality materials (ceramic tiles, polished

stone, brass or bronze frames, chrome, Vitrolite, etc.) merging with the heightened need of the shopkeeper to achieve an attractive display for promotional purposes.

Common shopfront elements that are found in the precinct include: large expanses of plate glass, window screens (frosted, reeded glazing, leadlighting), fine metal frames (likely bronze and brass), recessed entries with a small, paved lobby (tiles/granolithic/concrete), and pressed metal ceiling, masonry thresholds, tiled or brick stallboards/framing pilasters, decorative vents, and timber-framed full glazed doors (sometimes doubled) – often with fanlights and/or letterbox.





Shopfitter's stamp – a 'Silverwood & Beck' at 1169 Glenhuntly Road.

Shopfitter's stamp - 'Gill' at 1185 Glenhuntly Road.

The following table identifies and provides a summary description of highly intact shopfronts in the precinct.

Address Image Key Attributes 1157 Glenhuntly Rd string course. Fine metal shopfront frame. Bricks are tuckpointed.

Chamfered/corner entry with original door, and fanlight (gold leaf number may be original). Masonry threshold.

Tiled and low stallboard, and pilasters (partly) - all overpainted. Moulded

Shopfitter stamp: indecipherable.

Image

1159 Glenhuntly Rd



Key Attributes

Central recessed entry with splayed tiled threshold and original door. Marble threshold.

Tiled (black) and low stallboard and pilasters with lower and upper band of mosaic tiles in chequered pattern (black/white).

Thin bronze shopfront frame with reeded glass screen.

Shopfitter stamp: 'Shead Mordialloc'.

Two vents.

1167 Glenhuntly Rd



Offset recessed splayed and inclined entry, paved in mosaic tiles (light colours). Glazed door with letter box.

Low stallboard clad in square tiles. Plain brick pilaster.

Chrome shopfront.

Likely a high-quality postwar replacement.

1169 Glenhuntly Rd



Refitted interwar shopfront with dual recessed and splayed entries. Granolithic lobby. Pair of original double doors.

Low, tiled (cream) and angled stallboard.

Copper metal shopfront frame. Moulded cornice. Shopfitter stamp: 'Silverwood & Beck'.

Multiple vents.

Image

1195 Glenhuntly Rd (single-storey section)



Key Attributes

Early Federation period.

Offset recessed and splayed entry original half-glazed door (letterbox) and fanlight. Inclined entrance of tessellated tiles. Pressed metal ceiling.

Low, battered and tiled (green) stallboard. Plain brick pilaster. Vent.

Fine metal shopfront. Shopfitter stamp: 'Gill'.

1195 Glenhuntly Rd (two-storey section)



Central entrance – deep recess. Original double door. Granolithic lobby.

Distinctive 'zig zag' display window with low stallboard clad in tiles (granolithiclike finish). Vents.

Slender shopfront frames and curved upper section are original.

Timber side door is an alteration.

1211 Glenhuntly Rd



Central recessed entry and original door with letterbox and narrow fanlight. Granolithic lobby and masonry threshold. Pressed metal ceiling.

Low tiled (black) stallboard with thin light-coloured band. Vents.

Fine bronze shopfront frame. Shopfitter stamp: 'Brooks Robinson'. Frosted glass screen with slightly sinuous leadlighting

Plain pilasters, partly tiled.

Image

1213 Glenhuntly Rd



Key Attributes

Central recessed entry and original door with letterbox and narrow fanlight. Tessellated tiled entrance. Masonry threshold. Pressed metal ceiling.

Low tiled (black) stallboard (partly overpainted) with thin light-coloured band. Vents. Fine bronze shopfront frame. Shopfitter stamp: 'Brooks Robinson'. Frosted glass screen with geometric/diamond leadlighting.

Plain pilasters, partly tiled.

1221 Glenhuntly Rd



Central recessed and splayed entry. Inclined entrance of tessellated tiles (obscured) with marble threshold. Original door with diamond motif.

Low tiled (white) stallboard and pilasters.

Original metal shopfront may be concealed.

1134 Glenhuntly Rd



Central recessed and splayed entry with original half glazed door. Inclined and paved entrance.

Low stallboard and pilasters clad in marble-like tiles.

Fine bronze shopfront. Shopfitter stamp: 'Brooks Robinson'.

Frosted glass screen (overpainted).

Image

1118 Glenhuntly Rd



Key Attributes

Central recessed and splayed entry. Original half glazed door with diamond motif. Granolithic lobby with marble threshold. Pressed metal ceiling.

Low brick stallboard and pilasters. Shopfitter stamp: 'Stevens'. Vents.

Fine metal shopfront (overpainted).

5 and 6 Royal Avenue



Mirrored shopfronts. Central recessed and splayed entries. Two original doors with letterboxes.

Mosaic tiled (blue) low stallboard and pilasters. Lower coloured band.

Fine metal shopfront. Shopfitter stamp: 'Duff'. Clear glass screen.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwarrung/Bunurong and Warundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.² The majority of the southern half was made available as large block holdings from May 1853.³ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁴ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁵

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,⁶ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.8

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', *Geelong Advertiser and Intelligencer*, 30 December 1851, p2)

³ 'Advertising', Argus, 27 May 1853, p9

⁴ 'Advertising', *Argus*, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁶ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'. 10 This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,11 the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.12

By 1905, the Australian Handbook still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies. 13 The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families).14 This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services. 15 Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand. 16

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels).17 By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population.¹⁸ Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: Australasian, 7 September 1907, p29)

¹⁰ 'A Place Worth Seeing', Prahran Telegraph, 24 November 1888, p24

¹¹ Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹² 'Glen Huntly. Ten Years of Wonderful Progress', Brighton Southern Cross, 4 February 1911, p6

¹³ The Australian Handbook, Gordon & Gotch, 1905, p447

¹⁴ Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

¹⁵ The Prahran & Malvern Tramway Trust Act (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

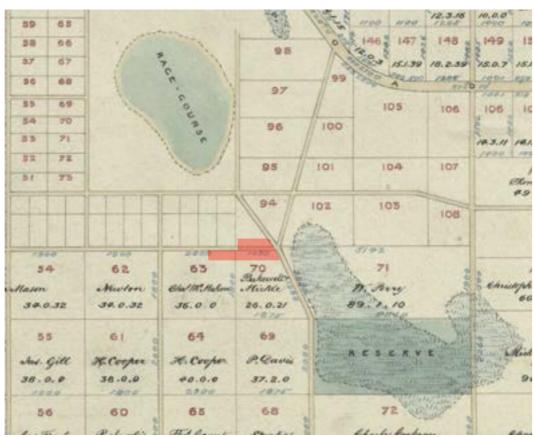
This was possibly the earliest aerodrome set up in Victoria - Gladys Vallati, 'Melbourne's First Aerodrome', Caulfield Historical Newsletter, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

¹⁷ 'Glen Huntly. Rapid Development. Land Dealing and Houses', Herald, 2 October 1913, p4; 'Growth of Glen Huntly', Herald, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', Argus, 4 September 1939, p6

¹⁸ Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics

Place-Specific

The *Glen Huntly Commercial Precinct* formed part of several Crown Portions (63, 70, 93) in the Parish of Prahran, which was surveyed in 1856.¹⁹ This area was near the centre of the Caulfield district and remained describable as a mostly level landscape of 'fern, small tea tree & heath' and 'bracken' into the early 1900s. Its key thoroughfare remains Glenhuntly Road, which initially terminated at Grange Road before being extended east during the 1890s. The compact locality that arose here in the first few decades of the 20th century had become generally known as 'Glenhuntly' by the 1910s.²⁰



Extract from 1865 parish map with the approximate location of the precinct shaded red. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

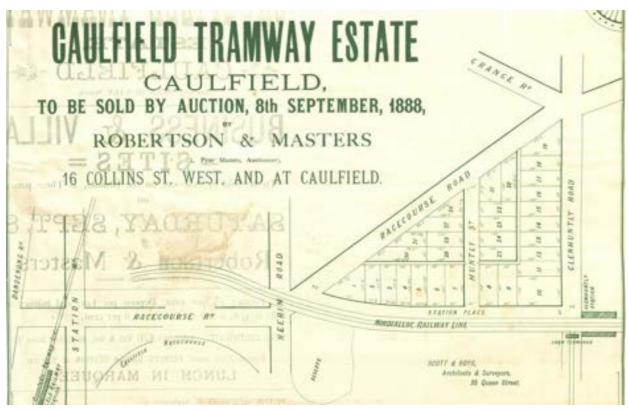
Glenhuntly Road - east of the railway line

The north side of Glenhuntly Road, between Station Place and Grange Road, was divided into various sizable allotments in late 1888 as part of the Caulfield Tramway Estate. This sale was an early example of subdivision in Glen Huntly and the first within the precinct. It was directed towards 'Investors' and 'Speculators', with the blocks boosted as 'grand' sites for villas as well as for business.²¹ Alongside standard land boom-era bluster, the potential of this nascent train/tram junction to become the focal point of a future residential/commercial locale was also clearly understood.

The Caulfield district was first surveyed by Henry B. Foot in the early 1850s, likely on the instructions of Victoria's first Surveyor-General, Robert Hoddle (appointed 1851). Foot's subsequent survey of the central and eastern portion of the district was issued in 1856 – refer to *Plan of the Parish of Prahran, Country of Bourke*, 1856, BIB ID 2153766, SLV. The majority of initial sales took place between 1854-64, although sections of the central reserve were released for sale into the 1870s. (Peter R. Murray and John C. Wells, *From sand, swamp and heath: A History of Caulfield*, J & D Burrows, 1980, p2

Glen Huntly was the name of a ship that arrived in Port Phillip in 1840 while suffering from a suspected typhoid outbreak. Crew and passengers were quarantined at Point Ormond ('Red Bluff') and the inland track to this camp become well-known as 'Glenhuntly Road' – Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, available online

²¹ 'Advertising', *Argus*, 8 September 1888, p19; and 'Auction Sale Notices', *Telegraph*, 1 September 1888, p6



Advertisement for the Caulfield Tramway Estate, September 1888. North is left of frame and the approximate boundaries of the precinct are shaded. Note the terminus for the horse-drawn trams is immediately west of Glenhuntly Station. (Source: SLV, Dyer collection of auctioneers' plans, MAP RM 3631)

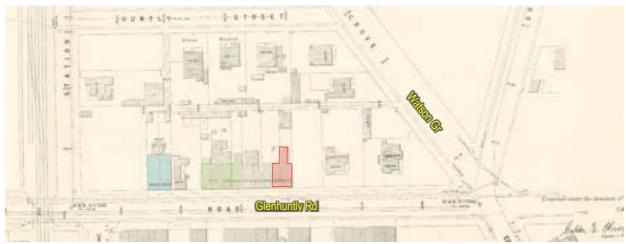
In line with Glen Huntly's generally sluggish late 19th century development, construction activity across this estate was slow to take off. The earliest commercial buildings in the precinct located at 1169-1171 Glenhuntly Road – a pair of conjoined, singlestorey and verandaed brick shops, each with four rooms ('storekeeper' and 'wood merchant') - were not built until about 1898.²² This building survives; however, its shopfront and parapet appear to have been remodelled/replaced (including the loss of the verandah) during the interwar years.²³

More single-storey brick shops followed in circa 1907 at nos 1179-1181, 1183, and 1185, along with a timbered building and stables at no. 1169-1171 (replaced by brick shops several years later and recently demolished). By 1908, the first two-storey commercial premise in the precinct, at no. 1193-1195 had been built. The Pater family owned and operated this building as a 'dairy producer and dealer' into the 1920s. On the basis of its fluctuating room numbers (initially listed as ten, later eight), it seems likely that its connected single-storey section at no. 1193 (later identified as two rooms) was constructed at the same time.²⁴ This opening phase of commercial development in the precinct, along with the presence of a pair of houses, is depicted in the 1915 MMBW plan below.

²² City of Caulfield rate book, 1898-99, entry nos 2982 and 2983

²³ An indistinct photograph of the 1169-1171 Glenhuntly Road prior to modifications is available from: 'The City of Caulfield is a Residential Suburb', Weekly Times, 29 April 1922, p34

²⁴ City of Caulfield rate book, 1907-08, entry nos 3633-3637; 1908-09, entry no 3892; and 1921-22, entry nos 936 and 937



MMBW plan no. 2065, Caulfield, dated 1915

The north side of Glenhuntly Road, east of the railway line, as developed by the end of the Federation period. The earliest shop in the precinct at no. 1169-1171 (note verandah) is outlined in blue, while the first two-storey shop (no. 1193-1195) and attached single-storey section (no. 1193) are shaded in red. Other surviving Federation period buildings are shaded green. (Source: SLV)

This small group of Federation buildings provided a basis for a promotional article on the 'vast metamorphosis' Glen Huntly had experienced by the early 1910s, with the writer reflecting on how:

Several new shops have been built on either side of the railway [the article is referring to the north and south side of Glenhuntly Road, east of the railway line], and some of them are two-storied ... [and] of elaborate construction and dignified architecture, worthy of the largest and most up-to-date suburban towns. Among the business establishments are Mr. Barlett's up-to-date butcher's shop [address unclear], and a fine display by Mr. Triggs, stationer, and agent for the "Southern Cross" [no. 1164].²⁵

In early 1922, land to the north-east of Station Place, until then a timber yard, was broken up into six narrow lots.²⁶ These were procured quickly, with two-storey brick shops erected by the end of the year (nos 1157 to 1167).²⁷ Albert Victor Jennings (later Sir) – whose development activities in the municipality over the 1930s led to the establishment of the national construction firm, A. V. Jennings Industries Ltd – was the purchaser of Lot 2. In a traditional act of investment (something Jennings would later depart from with notable effect), he financed the building of a 5-roomed shop (no. 1159), which was tenanted (initially by a jeweller, Otto C. Ehms).²⁸

Between 1922 and 1927, the eastern end of this section of the precinct, towards the corner with Grange Road, was also subject to commercial development. The extant predominantly two-storey row of brick shops (nos 1997 to 1225) replaced a pair of early 1900s freestanding and timbered residences as well as a workshop.²⁹

The fine premise at 1211 and 1213 Glenhuntly Road had been built by 1926, with one shop used as a 'children's outfitter' and the other, together with the upstairs suite, a dentistry. The initial owner was Stanley W. Tyers, who is known to have been a contract builder active in the district during the interwar years and one-time mayor of Caulfield (1939). It is possible that he was responsible for this building's design and construction.³⁰

²⁵ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

²⁶ LP 8672, 1 January 1922, Landata

²⁷ City of Caulfield rate book, 1921-22, entry nos 920 to 925

Jennings retained ownership of no. 1159 into the 1930s. At the time of purchase, he was working for Horace Amos, a real estate agent, who owned Lot 1 and occupied the corner shop (no. 1157)

²⁹ Review of City of Caulfield rate books, 1923-24, entry nos 1146-1152 + 1925-26, entry nos 507-524

City of Caulfield rate book, 1926-27, entry no. 1539; and 1927-28, entry nos 1582 and 1583. Tyers also built his personal residence at 1118 Dandenong Road, Carnegie (HO171).



Extract from a late interwar period photograph detailing the six shops built in 1922 on the north side of Glenhuntly Road at its intersection with Station Place. The chamfered corner of no. 1157 is visible in the centre of the image. (Source: Victorian Railways, Glenhuntly Road, 1920-39, ADV 0911, VPRS 12800, PROV)



Extract from a 1930 photograph depicting the north side of Glenhuntly Road as viewed from its intersection with Grange Road. The chamfered shop at 1223 and 1225 is right of frame. Note the early shopfront – since replaced. (Source: Knight & Harwood, Glen Huntly Park Estate, Glen Huntly, courtesy of Glen Eira Historical Society)



Extract from a late 1930s photograph of early shopfronts and upper facades on the northern side of Glenhuntly Road viewed from the Grange Road intersection. (Source: Glen Huntly Park Estate, 1938, courtesty of Glen Eira Historical Society)

The southern side of Glenhuntly Road, east of the railway, between Royal Avenue and Grange Road, was subdivided in 1907 as part of the Glen Huntly Clerks' Home Estate. The property fronting Glenhuntly Road was guickly re-subdivided and between 1908 and 1913 acquired by an array of individual buyers, including the State Savings Bank of Victoria (Lot 6 – no. 1192) with retail developments in mind. These actions were apparently done with the agreement of the Closer Settlement Board (who administrated the Clerks' Home Estate), as this subdivision was initially supposed to have been exclusively residential.



Initial subdivision of the Clerks' Home Estate, 1907. The precinct section is shaded red. Note - the shaded section fronting Royal Avenue is examined below. (Source: Special Allotments Clerks' Homes Glen Huntly Estate, Central Plan Office, Put-away plan, P79M, Landata)

Around 1909, a cluster of one and two-storey shops had been constructed along the southern side of Glenhuntly Road, at the corner with Royal Avenue.31 Of these, only no. 1164 has survived, operating continuously as a newsagency since its establishment by William Henry Triggs. 32 A few years later, as depicted in the 1914 MMBW plan below, three groups of shops – all of brick and with verandahs - had been completed. The brick Glenhuntly Community Hall, since demolished, had also been erected by this point, to the rear of the row of single-storey shops near the vacant Grange Road corner blocks, 33 Of this late Federation period layer, only a handful of the shops remain.



MMBW plan no. 2777, Caulfield, dated 1914

The south side of Glenhuntly Road, east of the railway line, as developed by the late Federation period – note verandahs. Existing shops to this section of the precinct are shaded red; namely, nos 1164, 1170, 1172, 1176, 1178, possibly 1180-1182 (see caption below), 1188 (parapeted section only) and 1190. Other brick buildings fronting the southern side of Glenhuntly Road have been redeveloped. (Source: SLV)



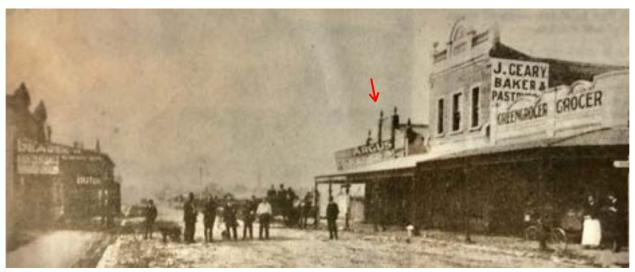
1914 photograph of the southern side of Glenhuntly from its intersection with Grange Road. Most of the buildings left of frame have been replaced. The red arrow indicates the parapet of no. 1188 and the blue arrow, a large but single-storey building at no. 1180-1182 (which appears to have been modified with a second storey or replaced during the Interwar period). (Source: Coghill & Haughton, Glen Ormond Estate: live in the garden suburb, 1914, BIB ID 56667, SLV)

A pronounced building phase in this section of the precinct followed during the early to mid-1920s, with two banking chambers (featuring commodious upstairs residences for the manager) indicating the maturation of the precinct as a commercial pivot during the early interwar years.

City of Caulfield rate book, 1909-10, entry nos 4142 to 4145

³² City of Caulfield rate book, 1909-10, entry no. 4142

³³ The Glenhuntly Hall ceased functioning in 1915 and was reused as the Apollo Theatre, the first cinema in the suburb, before closing in circa 1926. It was later used as a ballroom, then a furniture factory. Together with the surrounding single-storey shops, the hall was demolished and redeveloped around 2000. (Cinema and Theatre Historical Society of Australia Inc., Apollo, Cinema Database, sequence 1580)



Photograph of the then (unsealed) Glenhuntly Road, facing east from near the railway crossing, 1910. The original façade of no. 1169-1171 is shown left of frame and Triggs' newsagency, no. 1164 (with its full complement of urns) is visible opposite (red arrow). The two-storey bakery and greengrocer to the corner have been replaced. (Source: *Contact*, vol. 7, no. 2, 26 February 1981, Glen Eira Historical Society)

First, a two-storey premise for the English, Scottish & Australian Bank (E.S. & A.) appeared in circa 1920 at no. 1174 (architect unknown).³⁴ Originally, it had an expressed transverse gabled roof, and the existing building at the site appears to have been heavily modified or, possibly, replaced. The second, a domesticated commercial design for the State Saving Bank of Victoria, was erected at no. 1192 in 1923 (£2,550) and generally remains intact³⁵ Its architect is likewise unknown, although it may have been Godfrey & Spowers, who were prolific on behalf of the expanding institution around this time.³⁶ Eight two-storey shops (nos 1212 to 1260) were also built in place of another timber yard and vacant land that had occupied most of the Glenhuntly Road frontage towards Grange Road, between circa 1921-25.³⁷



State Saving Bank of Victoria, no. 1192 – photographed soon after construction. (Source: VPRS 008935/P/001, PROV)

City of Caulfield rate book, 1920-21, entry no. 822

City of Caulfield rate book, 1923-24, entry no. 1049

Bruce Trethowan, 'Banks in Victoria 1851-1939', Historic Building Council of Victoria, 1976

³⁷ City of Caulfield rate book, 1920-21, entry nos 801-803; 1922-23, entry nos 890 to 896; and 1924-25, entry 1057 to 1062



State Saving Bank of Victoria (no. 1192) - with remodelled ground-floor window, which occurred in the early 1980s. (Source: VPRS 8935/P/0001, PROV)



Extract from a late interwar period photograph of the south side of Glenhuntly Road from the rail crossing, facing east. Note the roof of the E.S. & A. bank building (since modified or replaced) at 1174 Glenhuntly Road (red arrow). The premise at no. 1180-1182 is two-storey, as existing (blue arrow). (Source: Victorian Railways, *Glenhuntly Road*, PROV, ADV 0911, VPRS 12800)



Extract from a 1930 photograph depicting the south side of Glenhuntly Road as viewed from its intersection with Grange Road. The run of eight shops erected between the early to mid-1920s is visible left of frame, with the roof of the State Saving Bank indicated by the red arrow. (Source: Knight & Harwood, *Glen Huntly Park Estate, Glen Huntly*, 1930, courtesy of Glen Eira Historical Society)



Extract from a late 1930s photograph of early shopfronts and upper facades to Glenhuntly Road as viewed from Grange Road. Note the use of cantilevered canopies for interwar commercial designs, such as at the corner, while earlier shops from the Federation period have footpath spanning verahdahs (all since lost). (Source: *Glen Huntly Park Estate*, 1938, Glen Eira Historical Society)

A 1923 promotion for unspecified allotments in the precinct, be it east or west of the railway line, although coloured with hyperbole, yields insight into the 'boom' tone of development during this decade, over which both sections of the precinct consolidated:

THESE VALUABLE SHOP SITES are Right on One of the Busiest Electric Tram Lines in the State, Connecting Glenhuntly with Elsternwick and Point Ormond on the Sea. Note.—THE HEAVY SHOPPING TRAFFIC on the Mordialloc to Glenhuntly Railway Line, Shoppers Using Glenhuntly Road Shops, Where Every Diversity of Trades is Represented. THE NEW ELECTRIC TRAIN SERVICE Provides 140 Trains

Daily. THE ENORMOUS PROGRESS of Glenhuntly is Shown by the Fact That During the 12 Months Ending September, 1922, 362 Buildings Have Been Erected in the East Ward, and Yet Buildings are Going up Faster Than Ever. What Glenhuntly Road, Elsternwick, is Today, so Glenhuntly Road, Glenhuntly, May be Expected to be To-morrow. The Same Class of Palatial Shop is Being Erected, Justified by the Congested Settlement Now Forming Around These Shop Sites.³⁸



1930 photograph of Glenhuntly Road streetscape, viewed from Grange Road. (Source: Knight & Harwood, Glen Huntly Park Estate, Glen Huntly, courtesy of Glen Eira Historical Society)



Late interwar photograph of Glenhuntly Road from the railway crossing, facing east. (Source: Victorian Railways, *Glenhuntly Road, Glenhuntly Up Side of Line Level Crossing*, PROV, ADV 0911, VPRS 12800)

^{&#}x27;Advertising: Glenhuntly Road Shop Sites', Argus, 3 February 1923, p3

Glenhuntly Road - west of the railway line

The expansion of the shopping strip west of the railway line occurred predominantly over the 1920s. The south side of Glenhuntly Road, between James Street and the railway station (demolished)/railway line, had been offered as a 17-lot subdivision in early 1916.³⁹ The elongated nature of the parcels (20 feet/6-metres) was characteristic of commercial development in the interwar years and suggestive of what the market was dictating for this stretch of thoroughfare at the time. Between 1919-23, the existing row of 12 near identical brick shops (nos 1124 to 1146) was progressively constructed.⁴⁰ Some shops were also built on railway reserve land on the south side of Glenhuntly Road (see the following section). During the same time, to the James Street end of the block, a single-storey (no. 1122) and two-storey shop (no. 1118) were also erected. The former would be adapted or replaced by a two-storey shop, likely in the 1930s. The empty allotments on either side of the no. 1118 (nos 1116 and 1120) were both subject to development around 1939, which completed this section.⁴¹



Mid-to-late 1920s photograph of Glenhuntly Road, facing west from near the railway line. The run of shops, starting at no. 1146, is apparent left of frame. Such an orderly appearance belies periodic turmoil; for example, floods, caused by drainage issues, remained an issue into the late Interwar period, with one correspondent describing women 'with shoes and stocking off, wading across the street' to carry out their shopping in the winter of 1926.⁴² Armed Robberies – some dramatic – also occurred.⁴³

The north side of Glenhuntly Road, between Manchester Grove and the railway reserve/line also took shape during the 1920s but has been modified in recent years. The row of single-storey and attached brick lock-up shops at nos 1331-1147 with a double-height office (no. 1147) to the corner with the railway reserve were built around 1921. W. B. Tonks, one of the district's many 'live' real estate/financial agents, was the landowner and likely responsible for the investment.⁴⁴ A contemporary metal parapet conceals the original upper facades of most of this row, although Tonk's office remains apparent.

Immediately west of Tonks' row, towards the corner with Manchester Grove, a substantial cinema – of 'Spanish design' and capacity for 1,400 – was established in 1926, along with a couple of shops (outside the precinct). The cinema, known as the Glenhuntly Theatre and later Hoyts Glenhuntly, operated (with interruptions) until 1959. Various uses followed, before it was demolished in 1976 and replaced by a supermarket (now Woolworths).

(Source: Glen Eira Historical Society)

³⁹ LP 6818, 15 December 1916, Landata; and MMBW plan no. 2767, Caulfield, dated 1915, SLV

⁴⁰ City of Caulfield rate books, 1918-19, entry nos 26663 and 39663 + 1921-22, entry nos 71 to 77 and 1924-25, entry nos 87 to 100

^{41 1120} Glenhuntly Road was advertised for sale as a 'Valuable Shop Site' on 23 April 1938 (Argus, p19); and review of Sands & McDougall Directory editions, 1938-40

Wading Through Water To Shop', Herald, 23 March 1926, p8

⁴³ Bandits Raid Sunday Party At Glenhuntly: Racing Men Robbed at Point of Revolver', *Herald*, 16 June 1924, p1

⁴⁴ City of Caulfield rate book, 1921-22, entry nos 63-68; and 'A Live Estate Agent', Prahran Telegraph, 15 November 1913, p7

I. G. Anderson was the architect. 'MORE MOVIES: New Theatre for Glen Huntly', *Herald*, 2 December 1925, p15;

⁶ Cinema and Theatre Historical Society of Australia Inc., Glenhuntly Theatre (New), Cinema Database, sequence 1581

Royal Avenue & railway reserve

The east side of Royal Avenue, just off Glenhuntly Road, emerged as a commercial offshoot from around 1911, when two small verandahed lock-up shops were built on its eastern side, north of Royal Lane (see MMBW plan no. 2777).⁴⁷ This pair became a row of four around 1923.48 In recent times, this row has been integrated as 1 Royal Avenue and heavily altered.

With an eye towards increasing revenue, the Railway Commissioners (Victoria Railways) implemented a policy of encouraging commercial development at the reserves of suburban stations in the early 1920s. 49 Between 1923-25, the department organised the construction of various two-storey premises on the southern side of Glenhuntly Road, on reserve land both east and west of the railway line.⁵⁰ At the outset of these works, a 'Local Resident' – drawing on the locality's wowser streak, while also acknowledging the presence of rougher dimensions in the suburb – decried the perceived disfigurement of the station:

which was at one time the prize station in Victoria for neatness and attractiveness ... At present the remnants of the former pleasing garden reserve have bene leased to speculators, and right up to the station door the flowers have been rooted out and the land scooped up in order that a billiard saloon and some more unnecessary lock-up shops may crowd the station entrance. Ladies and young children stepping out of the trains at Glen Huntly are to face in the future a crowd of jockeys, stable lads and racecourse loafers hanging around this station billiard saloon now being erected ... on land which in the end actually belongs to the public.51



Late interwar period photograph of the south side of Glenhuntly Road from the railway crossing. The parapet and cantilevered awning of 45 Royal Avenue is evident left of frame, with the original timber Glenhuntly Station (demolished) near the centre of the image. Behind it are four shop buildings, of which only no. 1148 remains, albeit altered (red arrow).

(Source: Victorian Railways, Glenhuntly Road Level Crossing Down Side of Line, ADV 0911, VPRS 12800, PROV)

Further commercial development on the eastern side of Royal Avenue, floated in 1926, attracted a 'storm of protest'; particularly from residents of the Clerks' Home Estate.⁵² At this time, a change in legislation allowed the Closer Settlement Board to issue permits for commercial subdivision and development in areas under their mandate, despite previous stipulations that they remain residential. In the case of Glenhuntly, the Board had endorsed a plan for the building of 'ten lock-up shops' for the land fronting the eastern side of Royal Avenue, both north and south of Rosedale Avenue.⁵³ In the face of vocal opposition, however,⁵⁴ the southern section of the extension was abandoned and only two shops were ever built on the northern block.55 The double-height

- 47 Sands & McDougall's Directory, 1912, p209
- 48 City of Caulfield rate book, 1923-24, entry nos 1066 to 1069
- 49 'Suburban Railway Reserves', Age, 28 June 1923, p15
- 50 Of these, only 45 Royal Avenue survives (the rear flat-roof is a post-1945 addition) as well as the modified shop/warehouse at 1148 Glenhuntly Road (its front shop/front may have originally been single storey but increased to two after construction), which initially accommodated a 'merchant'. (City of Caulfield rate book, 1924-25, entry nos 84 to 86 + 1926-27, entry nos 1660 to 1664)
- 51 'Town Planning at Glen Huntly', Age, 17 July 1923, p8
- 52 'Glenhuntly Allotments', Argus, 9 June 1926, p22; and 'Glenhuntly (VIC.) Allotments: Residents Object', Building, 12 July 1926, p143
- 53 'Glenhuntly (VIC.) Allotments: Residents Object', Building, 12 July 1926, p143
- 54 'Royal Avenue, Glenhuntly', Prahran Telegraph, 20 August 1926, p4
- 55 'Royal Avenue, Glenhuntly. About the Shops', Prahran Telegraph, 16 July 1926, p4

premise (nos 7-8A) completed in 1929, with a 'cake maker' and hairdresser on the ground floor while a dentist and solicitor occupied the upstairs suites.⁵⁶ The adjacent single-storey building (nos 5 and 6) joined it several years later, in circa 1938.⁵⁷



Aerial photograph of the precinct and surrounding residential environs, early 1930s, facing south-east. The precinct is nearly completely developed with only 1116 and 1120 Glenhuntly Road, and 5-6 Royal Avenue not present. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV)



Extract from the above aerial, with a close-up of the precinct.

⁵⁶ City of Caulfield rate book, 1928-29, entry nos 3115 and 3116 + 1929-30, entry nos 1786-88

The 1940 Sands & McDougall Directory lists a real estate agent at no. 5 and boot repairer at no. 6. The agent, F. J. Ward, had been advertising from that address since at least late 1938 ('Advertising', Herald, 10 November 1938, p51)

The following aerial photographs depict the precinct as developed by 1931 and 1945. Most redevelopment has occurred in recent times.



1931 aerial photograph of the precinct. (Source: *Maldon Prison*, Run 25, Frame 2477, Landata)



1945 aerial photograph of the precinct. (Source: *Melbourne and Metropolitan Area Project*, no. 5, Frame 57714, Landata)

Glenhuntly Road itself had attained a reputation for being the commercial spine of the municipality from the 1880s when what would become the district's 'premier' shopping location began to develop around Elsternwick station.⁵⁸ While the precinct never achieved the regional prominence or pull of the Elsternwick end of Glenhuntly Road, it has endured as a vigorous centre of local trading since the early 1900s. Apart from its differing architectural character, the precinct also signalled its identity as an independent shopping strip from at least the early 1920s via the activities of the volunteer Glenhuntly Traders' Association; seemingly an offshoot of the Glenhuntly Progress Association, which was separate to a similar body focused on commerce in Elsternwick.⁵⁹

Calls to patronise these local shops – to resist the commercial allure of 'the city and Chapel street' – were being made from at least the late Federation period, with one provincial newspaper making the point that: 'A township does not develop with true progressiveness unless local industries receive extended practical support.'60 Some of the first 'kerb markets' in the district were also run near Glenhuntly Railway station during the interwar years.



A venture of the Metropolitan and Districts Fruitgrowers' Association, 'kerb markets' were held every Saturday morning outside Glenhuntly Railway station; 'Housewives welcomed the opportunity for buying good fruit at cheap rates'. (Source: *Argus*, 28 April 1924, p7)

Typical to many suburban retail hubs, the list of owners and tenants appear to have changed regularly, while the type of businesses remained consistent (grocer, fruiterer, butcher, dairy producer, confectioner, draper, tailor, stationer, chemist, bootmaker, milliner, watchmaker, news agency, fishmonger, jeweller, tobacconist, florist, ironmonger, post office). These were largely reflective of the needs of an early to mid-20th century community – prior to mass car ownership and the proliferation of supermarkets – which relied on day-to-day necessities and some more specialised services, such as banks, dentists and doctors, to exist within walking distance or be accessible by public transport. Of note was the seemingly high concentration of real estate agencies in the precinct (eight alone in 1925), a figure indicating the pace of change in the surrounding area.

Most of the buildings erected in the precinct during these periods were described in the contemporary parlance as 'lock-up shops'; that is, they did not have residential quarters and were left unattended at night. This type proliferated after WWI, apparently as cost-effective investments to accommodate returned soldiers 'seeking to re-enter civil life as shopkeepers' and was sometimes viewed with distaste (the argument being that unguarded goods encouraged burglary).⁶¹ Whether a lock-up or shop/residence combination, such buildings were routinely constructed as speculative investments by contract builders – highly active in the municipality – in well-worn and popular architectural idioms. Their 'hand' is often indicated by the paired expression

Other long and important shopping strips in suburban Melbourne include: Chapel Street in Prahran, Smith Street in Collingwood and Fitzroy, Sydney Road in Brunswick and Coburg, Bridge Road and Swan Street in Richmond, High Street in Northcote and Glenferrie Road, Malvern.

^{&#}x27;No Subway for Glenhuntly', *Herald*, 27 March 1926, p1; 'Frankston – Glenhuntly v Malvern Traders', *Frankston and Sommerville Standard*, 27 January 1939, p6; and 'Glenhuntly shops start own war on high prices', *Argus*, 20 June 1951, p3

^{60 &#}x27;Glenhuntly', Seaside News, 28 August 1915, p4

⁶¹ 'Lock-Up Shops', *Herald*, 20 February 1924, p3

of many shops in the precinct. The involvement of architects in suburban commercial development was less common, although standard for the purpose-built banks.

From the 1910s, the services of specialist Melbourne shopfitters (the 'art of shopfitting'62), both with manufacture and installation, was also regularly sought for the design of shopfronts. Their services, fused with material advances and a sharpened search for a competitive edge ("Goods well displayed are half sold"63), supported a diverse range of 'elegant/attractive' metal shopfronts, show cases, internal fixtures, and lighting methods:

A visit to the works of one Melbourne's shop fitters would probably be a revelation to the laymen. In the drawing office alone half a dozen draftsmen, all expert in the shop front and store planning side of architecture, may be seen working. A store of any magnitude necessitates much architectural work and detail. Study a shop front and note how the various moulds are made to intersect exactly at all angles; note the exceptionally light sections of mouldings that are used, and remember that the huge sheets of glass have a cover of only one-eighth of an inch, and you will realise how accurate the work has to be, and that it has been done by expert craftsmen.64

All these historical actors, alongside a myriad of shopkeepers, professionals, and shoppers – primarily female from the late 19th century – have been active in the precinct since its materialisation from the late Federation period, 65

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

5.0 Building Victoria's Industries and Workforce (5.3 Marketing and retailing)

Comparative Analysis

The Glen Huntly Commercial Precinct is one of three retail precincts along Glenhuntly Road, subject to a heritage overlay (HO). These listings are reflective of Glenhuntly Road's status as a principal regional thoroughfare and its continuing legacy of local trading and service, which began to cultivate a commercial reputation at its Elsternwick end from the 1880s. Shopping strips – both long and compact variants - then spread eastwards commensurate with the development of the various locales (Caulfield, Caulfield South, Glen Huntly) over the early 20th century.

The other Glenhuntly Road precincts are:

- Elsternwick Commercial & Public Precinct (part of HO72). The preeminent shopping and civic strip in Glen Eira. Of considerable length, its commercial streetscape is generally grand in scale and ornamentation with most shop/residences and public buildings deriving from the late Victorian period, although there are an array of Federation and interwar developments. Only a limited number of intact shopfronts.
- South Caulfield Shopping Centre and Environs (HO66). A medium-sized, predominantly interwar retail/service strip, despite having been established in the 1860s. Some stripped back/classicised designs, indicative of the 1920s, as well as wellresolved examples of the Old English style. A few intact shopfronts. Similar to the Glen Huntly Commercial Precinct, albeit smaller.

Other comparable commercial precincts elsewhere in Glen Eira, all of which exhibit a range of similar Federation and interwar restrained/classicised designs as the Glen Huntly Commercial Precinct, include:

- Ormond Precinct environs (HO75). A small Federation/interwar shop group dating in the vicinity of McKinnon station but part of a larger residential area.
- Bentleigh Retail Precinct (HO160). A chiefly two-storey shop/residences from the mid-to-late 1920s with an Arts & Crafts aesthetic or those from the late interwar period with a Moderne character. There are also several austere commercial postwar examples in the vicinity of Bentleigh station. Cohesive streetscape.
- Carnegie Retail Precinct (HO178). A late Federation and interwar commercial streetscape with some postwar development radiating south from Carnegie Railway station, also a mixture of an Arts & Crafts aesthetic and the Moderne design mode. The latter often replaced earlier residences. Retains some original shopfronts. Varied overall retail character with a larger number of 'statement' designs than the Glen Huntly Commercial Precinct.

⁶² 'Shopfronts', Northern Star, 18 June 1929, p10

⁶³ 'Progress in Shop Fronts', Building, 13 November 1933, p45

⁶⁴ 'The Modern Shop Front', Herald, 8 May 1929, p15

⁶⁵ Beverley Kingston, Basket, Bag and Trolley: A history of shopping in Australia, Melbourne, Oxford University Press, 1994, p40

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 26 and 27, dated 1990:

- 1195 (now 1193-1195) Glenhuntly Road C grade (local significance)
- 1213 Glenhuntly Road D grade (local interest)
- All others N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy system controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Extent of Heritage Overlay

It is recommended that the *Glen Huntly Commercial Precinct* be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places which comprise the precinct.



Recommended extent of registration – north is top of frame. (Source: Nearmap, February 2022)

Gradings Table

No	Street	Significance
1116	Glenhuntly Road	Contributory
1116A	Glenhuntly Road	Contributory
1118	Glenhuntly Road	Contributory
1120	Glenhuntly Road	Contributory
1122	Glenhuntly Road	Contributory
1124	Glenhuntly Road	Contributory
1126	Glenhuntly Road	Contributory
1128	Glenhuntly Road	Contributory
1130	Glenhuntly Road	Contributory
1132	Glenhuntly Road	Contributory
1134	Glenhuntly Road	Contributory
1136	Glenhuntly Road	Contributory
1138	Glenhuntly Road	Contributory
1140	Glenhuntly Road	Contributory
1142	Glenhuntly Road	Contributory

No	Street	Significance
1144	Glenhuntly Road	Contributory
1146	Glenhuntly Road	Contributory
1148	Glenhuntly Road	Non-Contributory
1157	Glenhuntly Road	Contributory
1159	Glenhuntly Road	Contributory
1160	Glenhuntly Road	Non-Contributory
1161	Glenhuntly Road	Contributory
1162	Glenhuntly Road	Non-Contributory
1163	Glenhuntly Road	Contributory
1164	Glenhuntly Road	Contributory
1165	Glenhuntly Road	Contributory
1166	Glenhuntly Road	Contributory
1167	Glenhuntly Road	Contributory
1168	Glenhuntly Road	Contributory
1169-1171	Glenhuntly Road	Contributory
1170	Glenhuntly Road	Contributory
1172	Glenhuntly Road	Contributory
1174	Glenhuntly Road	Non-Contributory
1176	Glenhuntly Road	Contributory
1173-1177	Glenhuntly Road	Non-Contributory
1178	Glenhuntly Road	Contributory
1179-1181	Glenhuntly Road	Contributory
1180	Glenhuntly Road	Contributory
1182	Glenhuntly Road	Contributory
1183	Glenhuntly Road	Contributory
1184	Glenhuntly Road	Non-Contributory
1185	Glenhuntly Road	Contributory
1186	Glenhuntly Road	Non-contributory
1187-1189	Glenhuntly Road	Contributory
1188	Glenhuntly Road	Contributory
1190	Glenhuntly Road	Contributory
1191	Glenhuntly Road	Non-Contributory
1192	Glenhuntly Road	Contributory
1193	Glenhuntly Road	Contributory
1194	Glenhuntly Road	Contributory

No	Street	Significance
1195	Glenhuntly Road	Contributory
1197	Glenhuntly Road	Contributory
1198	Glenhuntly Road	Non-Contributory
1199	Glenhuntly Road	Contributory
1200	Glenhuntly Road	Non-Contributory
1201	Glenhuntly Road	Contributory
1202	Glenhuntly Road	Non-Contributory
1203	Glenhuntly Road	Contributory
1204	Glenhuntly Road	Non-Contributory
1205	Glenhuntly Road	Contributory
1206	Glenhuntly Road	Non-Contributory
1207	Glenhuntly Road	Contributory
1208	Glenhuntly Road	Non-Contributory
1209	Glenhuntly Road	Contributory
1210	Glenhuntly Road	Non-Contributory
1211	Glenhuntly Road	Contributory
1212	Glenhuntly Road	Contributory
1213	Glenhuntly Road	Contributory
1214	Glenhuntly Road	Contributory
1215	Glenhuntly Road	Contributory
1216	Glenhuntly Road	Contributory
1217	Glenhuntly Road	Contributory
1218	Glenhuntly Road	Contributory
1220	Glenhuntly Road	Contributory
1221	Glenhuntly Road	Contributory
1222	Glenhuntly Road	Contributory
1223	Glenhuntly Road	Contributory
1224	Glenhuntly Road	Contributory
1225	Glenhuntly Road	Contributory
1226	Glenhuntly Road	Contributory
1	Royal Avenue	Non-Contributory
1A	Royal Avenue	Non-Contributory
5	Royal Avenue	Contributory
6	Royal Avenue	Contributory

No	Street	Significance
7	Royal Avenue	Contributory
7A	Royal Avenue	Contributory
8	Royal Avenue	Contributory
8A	Royal Avenue	Contributory
3	Royal Lane	Non-Contributory

GLEN HUNTLY RAILWAY RESERVE CANARY ISLAND DATE PALMS

Address Railway reserve: eastern side of Royal Avenue between Rosedale Avenue and Oakleigh

Road, Glen Huntly

Significance Local

Planting Dates Mid-to-late 1930s

Period Interwar

Date Inspected Late 2019



Statement of Significance

What is Significant?

The Canary Island Date Palms – Glen Huntly Railway Reserve Plantings, comprising 41 Canary Island date palms (*Phoenix canariensis*), is significant. The row is regularly spaced along the railway reserve on the west side of Royal Avenue, between Rosedale Avenue and Oakleigh Road in the suburb of Glen Huntly.

How is it Significant?

The Canary Island Date Palms – Glen Huntly Railway Reserve Plantings is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Canary Island Date Palms – Glen Huntly Railway Reserve Plantings is of historical significance as an excellent and large-scale example of late interwar public landscaping. Canary Island Date Palms were extremely popular over the late 19th and early 20th centuries, well-regarded for their hardiness and picturesque ornamental qualities. Their planting in a formal row along the reserve between the Frankston rail line and Royal Avenue reflects interwar urban beautification efforts and fashionability of exotic palms. These plantings are likely associated with the landscaping efforts of the Victorian Railways department at the time. (Criterion A)

The Canary Island Date Palms – Glen Huntly Railway Reserve Plantings is of aesthetic significance as a graceful row of mature date palms to the south of Glenhuntly Station. The regularly spaced palms, with their substantial and textured trunks present as bold silhouettes with dense and lofty canopies of pinnate fronds. As intended, the palms provide a view that is at once picturesque and tropical but also suggestive of civic pride. It is one of only a few such prominent public plantings associated with railway reserve land in Glen Eira. (Criterion E)

Description

The row of street trees contains 41 mature Canary Island Date Palms (*Phoenix canariensis*), which were planted during the late interwar period in the railway reserve on the west side of Royal Avenue, between Rosedale Avenue and Oakleigh Road.

These trees are arranged formally with relatively regular spacing. Most of the palms resemble each other in scale, indicative of similar planting dates. This tree group is a prominent landscape element within its suburban context and is highly visible from the immediate and surrounding streets as well as from passing rail carriages, defining the approach to and departure from Glenhuntly railway station.

There is basalt kerbing in Royal Avenue and several indigenous/native species of tree that have been planted later – in a fairly ad hoc manner – between the date palms and the bike track.

The Canary Island Date Palm is a dioecious plant propagated by seed that typically grows to about 18-20m in height. It has a crown diameter of 10-12m formed from arching, pinnate fronds (generally over 200 per tree). Mature palms can weigh up to 10 tons in mass and can live for 200-300 years. The plant is endemic to the Canary Islands and became widely dispersed over the second half of the 19th century in the Western world as a highly favoured horticultural/ornamental feature plant and street tree. It is now considered naturalised in much of Australia.¹

These hardy palms were being planted in Victoria by at least the 1860s, with 'canariensis' specimens reported in the gardens of the University of Melbourne and offered for sale by at least one private nursery in Richmond.² Numbers surged in Melbourne from the early 1900s, both in public and private settings, stimulated by a delayed carryover of Victorian England's interest in glasshouse and subtropical gardening as well as the activities of acclimatisation societies and commercial plant importers.³ Over the late 19th and early 20th centuries, Canary Island Date Palms were viewed as having an 'architectural' form with predictable naturalistic and geometrical qualities. Their plantings in urban settings continued as a common element in Melbourne into the interwar period, their status buttressed by their hardiness and ability to thrive in metropolitan conditions.



Row of Canary Island Date Palms on the east side of Royal Avenue, viewed from across the Frankston line.

Dirk H. R. Spennemann, 'Canary Island Date Palms (*Phoenix canariensis*) in Australia: Introduction and Early Dispersal', *Palms*, vol. 62, issue 4, 2018, pp185-201

² 'The Garden', Leader, 30 March 1867, p10; and 'Advertising', Argus, 14 May 1869, p2.)

Scott Zona, 'The Horticultural History of the Canary Island Date Palm (*Phoenix Canariensis*), *Garden History*, vol. 36, no. 2, Winter 2008, p303

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.⁴ The majority of the southern half was made available as large block holdings from May 1853.⁵ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁶ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁷

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s,8 it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s.9 The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.¹⁰

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly 2,000). 11 Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

⁵ 'Advertising', Argus, 27 May 1853, p9

⁶ 'Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660

⁸ Robert Whitworth, Bailliere's Victorian Gazetteer Road Guide (London, 1865), p84

⁹ Robert Whitworth, *The Official Handbook & Guide to Melbourne* (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.¹² This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

Glen Huntly itself did not share in the district's broader land boom development. While Glenhuntly railway station was opened in 1881 and horse-drawn trams were provided to Glenhuntly Road,¹³ the locale remained fairly isolated. As one long term resident recounted in a newspaper article, upon alighting at the station in 1900 he was struck by how the 'infrequent trains' provoked a feeling of 'solitude' as he viewed the surrounding tract of 'barren country', with only the presence of a 'few scattered houses' and the Caulfield Reservoir (circa 1883/now Booran Reserve) to indicate a rudimentary neighbourhood.¹⁴

By 1905, the *Australian Handbook* still described Glen Huntly as an 'outlying suburb of Melbourne' and a 'Gardening district', yet it also hinted at community growth, noting the presence of a shire hall, bank branches, state schools, Catholic and Anglican churches, and various societies. ¹⁵ The locale's profile rose in the wake of the 1907 decision of the Closer Settlement Board to establish a 74 acre (3 ha) urban estate east of the railway line, ostensibly for 'clerks' (those of salaried positions and 'respectable' families). ¹⁶ This action instigated steady growth over the late 1910s and 1920s, which was further fuelled by the introduction of an electrified tram (1913) and train (1922) services. ¹⁷ Although there remained enough undeveloped land at Leman Swamp (now Lord Reserve and Koornang Park), for the Melbourne Aerodrome to be founded and planes launched by the Larkin-Sopwith Aviation Company between 1919 and 1920, at times attracting crowds of several thousand. ¹⁸

During the interwar years, Glen Huntly's middle-class identity solidified. Contemporary commentary focused on its high rate of homeownership, 'active civic life' (revolving around various local recreational/religious groups) and reputation as a 'dry' locality (no pubs or hotels). By the late 1930s, it was one of several decidedly suburban and then self-contained locales in the City of Caulfield (1913-94), which underlaid its contemporary reputation as a 'leading' middle-radius municipality, second only to the City of Melbourne in population. Another surge of growth was evident from the early 1950s as remnant agricultural/market gardening land was given over to housing and flat development.



Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

- ¹² 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24
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- 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6
- The Australian Handbook, Gordon & Gotch, 1905, p447
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- Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics

Place-Specific

Land for the railway between Caulfield and Mordialloc was acquired around 1880 by the Victorian Railways Department, with the line constructed and in operation by December the following year.²¹ From the turn of the century, at the behest of railway commissioner Sir Thomas J. Tait (the namesake of 'Tait cars'), a campaign of beautification work for stations and railway reserve land was commenced.²² Commenting on such measures in 1908, the *Leader* newspaper noted:

During the past three years the Railway department has accomplished a great deal in the way of improving the surroundings of railway stations and buildings. The unsightly approaches to the metropolis of a few years back have been transformed into ornamental gardens, green swards [expanse of short grass] and flower beds have taken the place of rubbish tips, and repulsive looking back yards have been hidden from view by well trained hedges and thick foliage plants.²³

The same article commented on the formation of a Victorian Railways-run nursery,²⁴ the presence of a head gardener position and the staging of a popular annual competition ('the most tastefully adorned stations') to encourage station masters in planting efforts (this lasted into at least the 1930s). The 'practical assistance' of local bodies, such as councils and progress associations, was also noted.

The scheme continued into the interwar period and was considered a success. In 1931, the *Herald* newspaper could proclaim: it is now almost impossible to travel from one station to the next on any of Victoria's 4717 miles of railways without seeing bright patches of colour and the cool shadows of trees—evidence of the gardening skill of the station-master or porters at the different stations.²⁵

The provision and siting of public trees – often arranged in stately avenues or boulevards – evolved as a key planning strategy in Melbourne and some of Victoria's larger towns from the late 19th century. Driven by a broad, albeit never fully realised, interest in the City Beautiful and Garden City Movements (fundamentally, a desire to fuse beauty and functionality), the planting of street trees as well as the formation of public parks and installation of other civic embellishments by municipal bodies, institutions, and various bodies were increasingly expected by citizens in the early 20th century.²⁶

An aerial photograph of Glen Huntly taken in the early 1930s shows the railway reserve as a grassed area devoid of plantings (see below). In light of the quick growth rate of Canary Island date palms and their presence in a 1945 aerial photograph, a planting date between the mid-to-late 1930s is likely. Initially, the arrangement of trees in Royal Avenue appears to have included another species, perhaps melaleucas, between the palms (refer to 1945 aerial photograph). This pattern remained evident into at least the 1970s; however, only the date palms have generally survived.



Extract from a circa 1931 oblique aerial photograph of Glenhuntly Road and station with the rail reserve (centre of image) unplanted. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV, H91.160/1588)

The tracks were duplicated in 1887 and electrified in 1923 – Murray and Wells, From sand, swamp and heath, p144

^{&#}x27;Gardens on the Iron Road', *Herald*, 19 December 1931, p8

²³ 'Railway Gardens', *Leader*, 30 May 1908, p10

Plants were obtained from the Burnley Horticultural Gardens and the Royal Botanic Gardens, with Victorian Railways establishing a nursey on railway land in Moonee Ponds Creek (possibly at Flemington Bridge).

²⁵ 'Gardens on the Iron Road', *Herald*, 19 December 1931, p8

Robert Freestone, *Urban Nation: Australia's Planning Heritage* (Collingwood, CSIRO Publishing, 2010), chapter 8; and Andrew May, 'Street Trees', *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, www.emelbourne.net.au/biogs/EM01435b.htm, accessed 29 November 2019



1945 aerial photograph of the rail reserve with plantings evident. North is left of frame. (Source: *Melb. and Metropolitan Project*, no. 5, Frame 57714, Landata)



1956 aerial photograph of the rail reserve. North is left of frame. (Source: *Melbourne Outer Suburbs Project*, no. 250, Run 15, Frame 73, Landata)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.3 Shaping the suburbs)

Comparative Analysis

There are two other rows of Canary Island Date Palms associated with railway land in the City of Glen Eira affected by a heritage overlay under the local planning scheme:

- Caulfield Railway Station Canary Island Palms, Sir John Monash Drive, Caulfield East (HO85) five mature Canary Island date palms on railway land. Present in a 1931 aerial photograph.²⁷
- Bentleigh Residential Precinct (HO69) large-scale conservation area that includes an extended row of Canary Island Date Palms to the railway reserve in Burgess Street. Believed to have been planted in the interwar period; however, many have since been replaced due to level crossing works (2015-16).

Additionally, there are two other known rows of palms associated with railway land known in the municipality that is not subject to a HO:

²⁷ Landata, *Maldon Prison*, Run 25, Frame 2477

- A long row of mature Canary Island Date Palms on the eastern verge of Katandra Road, immediately north of Ormond Station
- A combination of indigenous/native trees and Canary Island Date Palms on the east side of Nicholson Street, between McKinnon and Bentleigh stations.

Generally, indigenous and/or native species of tree appear as the dominant planting on railway reserve land in the district and also compose the majority of the street trees. Canary Island Date Palms are comparably uncommon.

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 27, dated 1990:

Landscape elements were not assessed

Recommendations

Heritage Overlay Schedule Controls

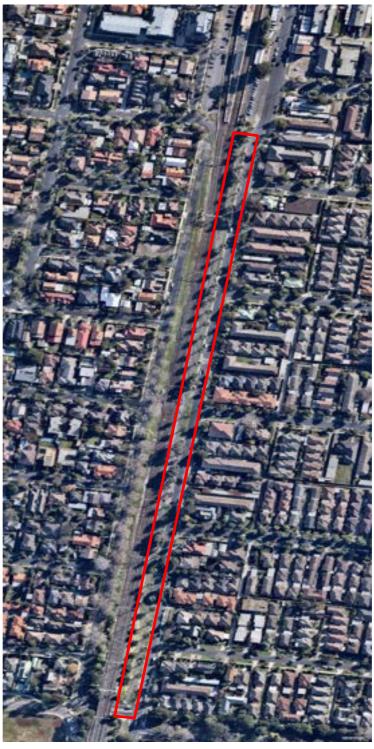
External Paint Controls No Internal Alteration Controls No

Tree Controls Yes (Canary Island date palms)

Solar energy system controls Yes
Outbuildings and/or Fences No
Prohibited uses permitted No
Aboriginal heritage place No

Extent of Heritage Overlay

It is recommended that the *Glen Huntly Railway Reserve Canary Island Date Palms* be included in the Heritage Overlay of the Glen Eira Planning Scheme to the extent of the railway reserve on the east side of the Frankston railway line Glen Huntly – approximately between 15 and 44 Royal Avenue.



Recommended extent of the heritage overlay. (Source: Nearmap, August 2019)

STATION PLACE PRECINCT

Address 16-42 Station Place (east side only), Glen Huntly

Significance Local

Construction Dates Circa 1891, 1916

Period Late Victorian and Federation

Date Inspected Late 2019



Station Place

Statement of Significance

What is Significant?

The Station Place Precinct is significant. It derives from a re-subdivision of the 1888 'Caulfield Tramway Estate' subdivision, which was triggered by the establishment of horse-drawn trams between Elsternwick and Glenhuntly stations along Glenhuntly Road, which was anticipated to stimulate development in the area. The estate's early landowners/developers were notable figures in Melbourne's 1880s 'Land Boom' and subsequent crash. The eight surviving timber cottages had been constructed by 1891. The Federation Bungalow-style brick residence at no. 42, known as *Tasma*, followed in 1916.

The significant elements are the single-storey dwellings dating from the late Victorian period, which are identified as contributory, including the following elements:

- Established setbacks,
- Intact hipped/gabled roof forms,
- Rendered chimneys with caps, moulding, and corbelling,
- Bracketed eaves,
- Verandahs, including skillion or hipped roofs, turned timber posts, metal ornamentation (fringes, friezes and brackets),
- Timber-framed, double-hung sashes,

- Leadlighting,
- Bay windows,
- Four-panelled timber doors, and
- Basalt pitchers to kerbing and channelling in Station Place.

Tasma at 42 Station Place, a Federation period residence, is also significant, including its hipped/gabled roof clad in slate, terracotta cresting and finials, two red brick chimneys with moulded cap and terracotta pots, half-timbered roughcast gable end, intact walls of red brick, verandah, and casement windows.

Additions, including fences and rear additions/extensions, are not significant.

Contributory places:

Station Place: 16, 18, 20, 22, 26, 30, 34, 38, 42

Non-contributory places:Station Place: 24

How is it Significant?

The Station Place Precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The Station Place Precinct is of historical significance as an unusual and clustered illustration of Glen Huntly's residential growth over the late 19th and early 20th centuries. This small group of economical singe-fronted late Victorian period timber cottages reflects a different type of accommodation available to those of ordinary means attracted to what was then an outer Melbourne railway suburb. While the more commodious brick residence Tasma presents a contrasting image, attesting to the area's more substantial suburban growth by the late Federation period. Such a grouped development continuum is not atypical for the municipality; however, this is the easternmost known example (other similar groups are located in Elsternwick and Caulfield). The precinct's well-documented history and tangible elements also provide insight into the broader speculative and development dynamics in the municipality during the 'Land Boom' phase and its aftermath. (Criterion A)

The *Station Place Precinct* is of representative significance for containing mostly intact and typical examples of late Victorian Italianate-style timber cottages. These modest dwellings are packed closely together, indicative of development intended for the working classes in the 19th century. This development pattern has resulted in a fine-grained and relatively cohesive urban streetscape, which is uncommon in Glen Eira, particularly the Glen Huntly area. Anchoring the northern end of the precinct is the Federation period residence known as *Tasma*. It is a good and substantial example of the Federation Bungalow with a proportionally dominant hipped roof clad in slate, walls of red brick, and distinctive decorative timberwork. (Criterion D)

Description

The Station Place Precinct encompasses ten predominantly single-storey residences that address the east side of Station Place, opposite the Frankston railway line and north of the Glenhuntly Road shopping centre. The buildings include eight contributory and one non-contributory late Victorian timber cottages and a Federation period brick villa (*Tasma*).

The allotments stem from a re-subdivision of the 1888 'Caulfield Tramway Estate' and are original to the cottages' period of development. *Tasma*'s allotment at no. 42 has been partly reduced by an excision at its northern end (no. 44, outside the precinct). An asphalted former nightsoil lane extends along the eastern side of the precinct behind nos 16-38. The rear boundary of *Tasma* fronts Watson Grove.

Station Place's basalt kerbing and channelling are original. There are no street plantings in the precinct, although several front gardens contain mature trees. There is also an imposing Turpentine tree (*Syncarpia glomulifera*) at the rear of *Tasma*. The tall timber and brick/rendered fences along Station Place are not original.

Late Victorian Period

This layer defines most of the streetscape and is comprised of four tightly packed cottages on narrow allotments at nos 16 to 22 with four similar-sized cottages on larger allotments between nos 26 and 38 (about twice the width of the narrow blocks).

These dwellings all have hipped roofs clad in non-original corrugated metal sheeting.¹ Some of the cottages retain a centrally located rendered chimney with moulded corbel.² There are also a few surviving red brick chimneys with light corbelling at the rear of the primary roofs.³ Timber-framed walls are mostly clad in ashlar boarding (imitative of prestigious stonework) to the façades with weatherboards to the side and likely rear elevations.⁴ These cottages have a similar footprint and configurations, that is, elongated and single-fronted with a small front skillion/hipped-roofed verandah.



Right to left, 16, 18 and 20 Station Place.

The cottages are broadly indicative of common housing options from the late 19th century. While modest in scale and economical in construction, such buildings still aimed to have a pleasing visual presence to the public realm. Their frontages are characterised by asymmetrical composition, short eaves with timber brackets (front only), and decorative detailing to the verandah, including possibly an original metal frieze and brackets at no. 16, which also has turned timber posts (not uncommon by the mid-1890s). Timber brackets and turned timber posts are also evident at no. 20. Other verandahs have replacement square timber posts. Stylistically, the cottages can be loosely classed as Italianate (classicism and 'iron lacework').

The majority of the cottages also retain a faceted bay window in the façade, which has a tripartite bank of timber-framed, double-hung sashes.⁵ Four-panelled timber doors, where present, are likely original.

These dwellings display a range of modifications, particularly to the rear; however, their overall original form and character remain interpretable. In the context of this stretch of similar designs, it is noted that options for informed reconstruction/restoration actions are viable.

On the basis of historical photographs it appears that most of the cottages were originally clad in corrugated metal sheeting, although slate was probably employed at nos 34 and 38.

Rendered chimneys are evident at 18, 20, 26, 30, and 34 Station Place.

Red brick chimneys remain at 20, 22, 26, 34, and 38 Station Place.

It is not clear, due to obscurement, whether ashlar boarding has been retained to the façade of 26 or 34 Station Place, and at no. 22, it has been replaced by weatherboard.

Faceted bays appear to remain at 16, 18, 20, 26, and 34 Station Place.

The residence at 24 Station Place is the result of later development and is non-contributory.





16 Station Place

20 Station Place (left), with no. 18 (right)

Federation Period

Tasma, constructed in 1916, is broadly indicative of the Federation Bungalow style. This transitional design mode was predominantly employed about the time of WWI. It is characterised by the continued utilisation of the well-established picturesque Federation period villa form, however, overlaid with elements associated with the then emergent bungalow idiom. The hybrid results were varied.

The main roof is hipped with an asymmetrically placed front gable and an offset verandah. It is clad in slate with terracotta ridge cresting and finials. The red brick chimneys have narrow moulded caps and terracotta pots. This more restrained roof form and chimney treatment are indicative of the Federation Bungalow style. Similarly, although timber-framed casements and toplights with decorative glass are employed at *Tasma*, they are boxed-framed with brackets more typical of the bungalow type.

The relative restraint of the design extends to the verandah, where the detailing consists of plain timber posts with near-solid shallow-arched frieze and curvilinear brackets with a small quarter or semi-circular cutouts. The concrete deck is not original.

Tasma appears to have initially had a front return verandah; however, its northern side section has been replaced by a hipped-roof (corrugated metal sheeting) weatherboard addition. *Tasma*'s western roof steps out over a rear verandah, which displays the same timber detailing as the front. This rear verandah is partially visible from Watson Grove.



Tasma, 42 Station Place

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

The Caulfield district was surveyed in two broad phases, starting with the southern half of the Parish of Prahran in early 1851. Referred to as the Parish of Prahran, East of Elsternwick, this area extended west from Elsternwick Village to Murrumbeena Road and north-south between Glenhuntly and North roads (abutting the northern boundary of Dendy's Special Survey in Brighton). Sales commenced late that year.⁶ The majority of the southern half was made available as large block holdings from May 1853.⁷ Land north of Glenhuntly Road, referred to as 'at Caulfield', was surveyed next, with sales occurring first at 'Camden Town' (intersection of Glenhuntly/Hawthorn roads) in 1854.⁸ Its release continued in a piecemeal fashion into the mid-1860s. The last major Crown sales occurred in 1879 when a considerable extent of reserved land around the Caulfield racecourse (proclaimed in 1859) was subdivided.⁹

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne; a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as 'Camden Town'. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a 'pastoral and agricultural district' in the mid-1860s, ¹⁰ it was still seen as a 'pretty [and] rural place' at the beginning of the 1880s. ¹¹ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area's reputation for market gardens, nurseries and orchards, rather than as a residential locale.



Extracted sketch of Caulfield railway station and surrounding, still semi-rural, environs in the 1880s. (Source: Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of Caulfield began to transform with the hyper-speculation of Melbourne's 'land boom', which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. A vignette by the local newspaper at this time captured the pace of this change, noting how agricultural operations, as well as the 'palatial mansions and handsome villa(s)' previously founded by 'merchants and professional men', were being 'driven rapidly further a-field' as 'buildings of almost all sizes and dimensions suitable for dwellings or business establishments'.12

By the close of the decade, Caulfield's population had tripled (to 8,000), and the dwelling count swelled (from 400 to nearly

A pair of 5-acre allotments in what became Gardenvale. ('Advertising', Geelong Advertiser and Intelligencer, 30 December 1851, p2)

⁷ 'Advertising', Argus, 27 May 1853, p9

^{8 &#}x27;Advertising', Argus, 28 October 1854, p5

Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', Victorian Government Gazette, no. 50, 5 April 1859, p660

Robert Whitworth, *Bailliere's Victorian Gazetteer Road Guide* (London, 1865), p84

Robert Whitworth, The Official Handbook & Guide to Melbourne (F Bailliere, 1880), p196

^{&#}x27;Shire of Caulfield', Caulfield and Elsternwick Leader, 29 September 1888, p7

2,000).¹³ Like elsewhere on Melbourne's suburban fringe, this phenomenon was driven by an influx of British capital, an enlarging population, widespread prosperity, and a sweeping desire to occupy a freestanding, single-family house. At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city (Melbourne) and portrayed the rapidly swelling district as 'marvellous Caulfield'.¹⁴ This intensive phase proved transitory, curtailed by the depression conditions of the early 1890s.

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Early building activity photographed near Glenhuntly Station, west side, possibly in the Clerks' Home Estate. (Source: *Australasian*, 7 September 1907, p29)

Henry Heylyn Hayter, *Victorian Year Book For 1880-81* (Melbourne, Government Printer, 1881), p48; and Hayter, *Victorian Year-Book 1892* (Melbourne, Government Printer, 1892), p94

¹⁴ 'A Place Worth Seeing', *Prahran Telegraph*, 24 November 1888, p24

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield station, and later being extended to Glenhuntly station. Its services were fitful, ceasing in 1902.

¹⁶ 'Glen Huntly. Ten Years of Wonderful Progress', *Brighton Southern Cross*, 4 February 1911, p6

The Australian Handbook, Gordon & Gotch, 1905, p447

Jill Barnard, 'Glen Huntly', eMelbourne, School of Historical & Philosophical Studies, The University of Melbourne, 2008

The Prahran & Malvern Tramway Trust Act (1910) allowed for the construction of electric trams in the Caulfield district, opening between Brighton and Grange roads, along Glenhuntly Road, in November 1913 (duplicated about two years later).

This was possibly the earliest aerodrome set up in Victoria – Gladys Vallati, 'Melbourne's First Aerodrome', Caulfield Historical Newsletter, April 1992, available from the Glen Eira Historical Society, http://home.vicnet.net.au/~gehs/articles.htm

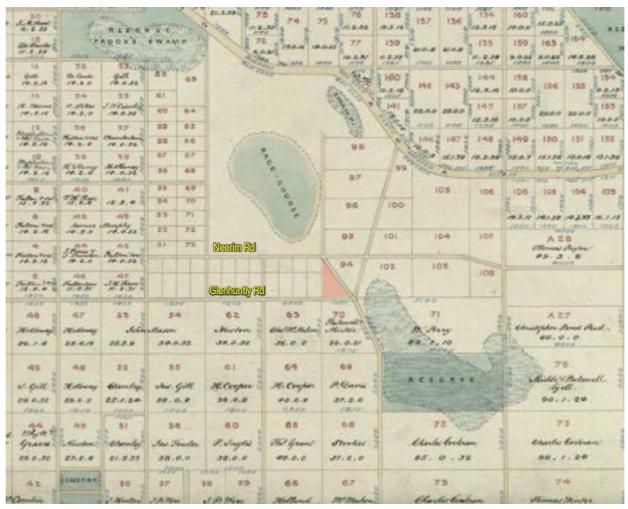
Glen Huntly. Rapid Development. Land Dealing and Houses', *Herald*, 2 October 1913, p4; 'Growth of Glen Huntly', *Herald*, 22 January 1930, p13 (in which 'nearly 95 per cent' of residents in Glen Huntly were identified as homeowners); and 'No Hotel For Glenhuntly', *Argus*, 4 September 1939, p6

Review of population figures contained with Victorian Year Books, Australian Bureau of Statistics

Place-Specific

At its survey in the mid-1850s, the precinct land – part of an extensive heathland between Dandenong and North roads – formed part a large area reserved by the Crown for recreational use. This area included wetlands, namely Paddy's Swamp (now Caulfield Park) and 'Black Swamp' (now East Caulfield Reserve), and an expanse of 'flat sandy scrub', known initially as the 'The Heath (proclaimed as the Caulfield Racecourse in 1859).²³

By March 1857, the land east of Queens Avenue (to Koornang Road) had been separated from the reserve and surveyed for sale. ²⁴ The subject land, as part of Crown Portion 93, was purchased by James McDonald around 1864. ²⁵



Early parish map of the Caulfield district, with Crown Allotment 93 shaded red. (Source: Thomas H. Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

In February 1886, after passing through several hands, Crown Portion 93 was purchased by George William Taylor, a Welsh immigrant who achieved financial success as a real estate agent in Prahran, where he was elected a councillor and served as a popular mayor for several years.²⁶

²³ 'Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referred to the central part of the reserve and was used into the 20th century.

Suburban Allotments in the Parish of Prahran At Caulfield (SLV, March 1857, BIB ID 1294024)

Rare date of acquisition provided by *City of Caulfield, Parish of Prahran, County of Bourke* (Landata, Central Plan Office, Put-away plan, P81[5] 3)

Certificate of Title, vol. 179, folio 198

Taylor, however, was later found to have employed unscrupulous and extra-legal tactics in amassing over 35,000 acres across the metropolis, including large sections of Caulfield. He did this primarily through his Australian Assets Purchase Company, later refloated as the Australian City & Suburban Investment Co. Ltd (Alfred Deakin, then MLA, was enticed to act as chairman). These activities led to his characterisation as one of the more infamous 'land boomer'. Before the 'bust' of the early 1890s, Taylor liquidated his holdings and boarded a steamer to England in late 1888, leaving behind a throng of enraged investors to untangle his financial malfeasance. He was later reported as 'Posing in London as an Australian millionaire' before his death in 1913.²⁷

A few months prior to fleeing Victoria in mid-1888, Taylor had sold the majority of Crown Portion 93 to The Victoria Land Company Limited (itself liquidated by 1894).²⁸ This body was part of a complicated network of speculative interests overseen by Sir Matthew Henry Davies, a prominent and gifted Victorian politician, who soared high on the crest of the Land Boom before also crashing spectacularly (totalling £4 million in public losses alone) in the early 1890s.²⁹



Lithograph of George William Taylor, owner of Allotment 93 before its subdivision and his flight to England, leaving behind a myriad of failed investments.

(Source: T. W. H. Leavitt, ed., *Australian representative men*, Melbourne, Wells and Leavitt, 1887, p159)



Lithograph of Matthew Henry Davies, the principal backer of The Victorian Land Company, which subdivided Allotment 93 as the Caulfield Tramway Estate.

(Source: L. Lang, Davies Speaker of the Legislative Assembly, Victoria, 1888, NLA, Bib ID 4760922

The Victorian Land Company subdivided Crown Portion 93 in late 1888, repackaging the vacant holding as the 'Caulfield Tramway Estate'. The hook chosen by the promoters to gain traction was the formation of the Caulfield Tramway Company earlier that year, which ran horse-drawn trams along Glenhuntly Road between Elsternwick and Glenhuntly stations, as well as the duplication of the railway line.³⁰

The Attention of Investors, Speculators, and Others is Specially Drawn to the Sale [of the Caulfield Tramway Estate], as this Land is Bound to Greatly Increase in Value during the Next Few Months, on account of its Splendid Position, being the Nearest Land to the Glen Huntly

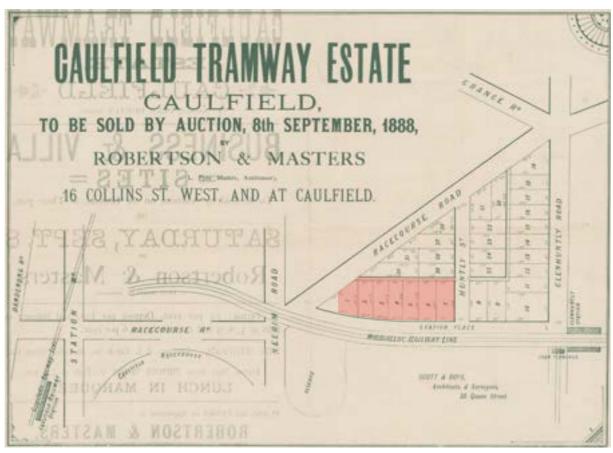
²⁷ 'The Affairs of G. W. Taylor', *Daily Telegraph*, 14 March 1891, p5; and Michael Cannon, *The Land Boomers: The Compete Illustrated History* (Carlton, Melbourne University Press, 2013), pp.294-97

Certificate of Title, vol. 179, folio 198; and 'Insolvency of Sir Matthew Davies', Leader, 21 April 1894, p27

Cannon, The Land Boomers: The Compete Illustrated History, p310; and R D Freeman, 'Davies, Sir Mathew Henry (1850-1912)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, 1972, available online

Caulfield Tramway Company commenced horse-drawn trams from Elsternwick Station along Glen Huntly Road to Kooyong/Glen Eira/Kambrook roads, terminating at Caulfield Station, and later being extended to Glenhuntly Station. It services were fitful, ceasing in 1902.

Station, and at the Tram Terminus, from whence Cars will be Running in Two Months' Time. It has Large Frontages to the Glen Huntly and Racecourse Roads. The Train Service will be Nearly Doubled on Completion of the duplication of the Mordialloc Line.³¹



Caulfield Tramway Estate subdivision, September 1888, with the precinct land approximately shaded red. North is left of frame. Racecourse Road was later changed to Watson Grove. Note presence of the right of way, originally a 'nightsoil' lane. (Source: MAP RM 3631, SLV)

The estate sold quickly, with all available land acquired by late 1889.³² In the precinct, the lots addressing Station Place were promptly re-subdivided into the narrow-fronted and elongated properties favoured by speculators in the late Victorian period. By early 1891, the Caulfield rate book recorded that 13 weatherboard cottages (each with four rooms) and a detached shop (a 'fishmonger') at the front of no. 26, had been erected.³³ The arrangement of the dwellings in the rate book suggests that initially, the dwellings were all tightly packed, similar to the existing grouping at nos 16-20. Over the 1890s, some of these dwellings sat unoccupied or unfinished, a sign of the dire economic circumstances of the decade. By 1900, only the existing eight timber cottages and the shop (since demolished) remained.³⁴

The mirrored designs of the Station Place cottages make it likely that they were constructed by contract builders, possibly one or two operators. Conceivably, this building activity may have been organised by the notorious Federal Building Society,³⁵ which was identified as the owner of several of the properties, or by another absentee landlord, Walter J. C. Riddell.³⁶

³¹ 'Advertising', *Argus*, 7 September 1888, p11

Certificate of Title, vol. 179, folio 198

Caulfield rate book, January to September 1891, entry nos. 3081-95

Review of Sands & McDougall's Directory, p198 – in the 1899 edition, eight occupants were recorded for the first time

The Federal Building Society was an offshoot of the Federal Bank, a land boom institution run by James Munro, the Scottish-born teetotalling Premier of Victoria (1890-92). Munro's financial/speculative empire, along with his reputation, had crumbled in the face of the economic crisis by 1893. (Ann M Mitchell, 'Munro, James [1832-1908]', Australian Dictionary of Biography, National Centre of Biography, Australian National University, 1974, available online)

Rate book entries are indistinct, making it difficult to work out which Riddell owned the properties over the early 1890s (16 to 20 Station Place)

Over the first decade of their occupancy, the mass of residents in Station Place gave their trade as labourers or involved in the building trades (lime repairer, plumber, carpenter, contractor, etc.) or small-scale artisans (bookmaker, butcher, rubber manufacturer, gardener, draper, etc.) as well as the occasional jockey. These occupations blur the boundaries between the aspirational working and lower-middle classes at the time and speak to the influx of those of middling means into the district during the late 19th century.³⁷

The timber villa at 13 Watson Grove, constructed around 1912, was initially tenanted by Frederick Cusdin, a blacksmith and farrier, who operated an 'iron forge' (smithy) at the corner of Station Place and Watson Grove (now 44 Station Place). By 1916, Cusdin had relocated to a newly built five-room brick residence that he owned and named *Tasma* at 42 Station Place (south of this smithy).³⁸ The 1915 MMBW plan, reproduced below, shows the eight timber cottages but not *Tasma*.



MMBW plan no. 2065, Caulfield, dated 1915

The Caulfield Tramway Estate Precinct is outlined approximately in dashed red. Straight hatching indicates timber construction, and 'v' stands for verandah. Small rear outbuildings in Station Place are identified by a 'C' are water closets. Note Frederick's forge (outside the precinct). The compact shop at no. 26, since demolished, is indicated by the blue arrow. (Source: SLV)

For a broad-brush stroke coverage of the district's changing socio-economic profile, see Murray and Wells, From sand, swamp and heath: A History of Caulfield, pp224-29

Caulfield rate book, 1916, entry no. 8056

The historical aerials that follow show the precinct as photographed in 1931 and 1945. The shop set to the footpath at 26 Station Place had been removed by the mid-1940s. Cusdin's smithy survived until the second half of the 20th century.



1931 aerial photograph of the precinct, which is shaded yellow. (Source: *Project no. 5*, Run 25, Frame 2477, Landata)



1945 aerial photograph of the precinct, which is shaded yellow. (Source: Melbourne and Metropolitan Area Project, No. 5, Run 14, Frame 57714, Landata)



Aerial photograph showing 16 to 22 Station Place (red arrow) and surrounding residential, railway, and commercial environs in the early 1930s, facing south-east. (Source: Charles D. Pratt, *Large town, showing residential area and parks*, SLV)

Thematic Context

Built Heritage, City of Glen Eira Thematic Environmental History [Refresh] 2020:

• 6.0 Building Towns, Cities and the Garden State (6.7 Making homes for Victorians)

Comparative Analysis

The Station Place Precinct is a small precinct encompassing late Victorian Italianate-style timber cottages and a red brick Federation Bungalow. The cottages are rare surviving examples of Glen Huntly's emergence as a residential locale in the late 19th century, stalled by the onset of the 1890s economic crash, while the brick bungalow attests to the more prosperous suburban layer of development that occurred over the late Federation/early interwar period. Both of the typologies contained in the precinct are fairly uncommon in contemporary Glen Eira, particularly the row of similarly designed grouping of narrow-fronted cottages.

Comparable precincts to the Caulfield Tramway Estate in Glen Eira's Schedule to the Heritage Overlay include:

- 2-24 Edward Street, Elsternwick (HO21) and Balaclava Road Victorian Group (HO90). Tese two small precincts contain rendered, polychrome/bichrome, and timber (weatherboard and ashlar boarding) examples of late Victorian period rowhouses or small cottages, most of which are fairly intact and well-detailed examples of the Italianate.
- Caulfield North Estate and Environs (HO14). A large residential precinct with a heterogeneous group of contributory buildings (cottages, row/terrace houses, villas, flats) that date from the late 19th century through to the interwar years with brick and timber examples evident. More varied streetscapes than the Caulfield Tramway Estate, with often a more commodious or higher-class of residence evident.
- Elsternwick Estate and Environs (HO72). This large precinct has a mix of late 19th and early 20th-century housing stock. Some timber-framed Italianate residences or Federation suburban villas are interspersed but do not form particular clusters

or cohesive streetscapes. There are a few groups of similar small timber cottages such as in the south end of Regent

There are a couple of Federation Bungalow style residences on the west side of Kambrook Road in the vicinity of Caulfield Racecourse – nos. 63, 69, 73, 95, and 105. The best example of this transitional mode is Celarna at 13 Grange Road, Caulfield East (1910).

Previous Assessment

Andrew Ward, City of Caulfield Urban Conservation Study, field survey sheet 21, dated 1990:

All properties – N grade (not significant)

Recommendations

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar energy system controls	Yes
Outbuildings and/or Fences	No
Prohibited uses permitted	No
Aboriginal heritage place	No

Extent of Heritage Overlay

It is recommended that the Station Place Precinct be included in the Heritage Overlay of Glen Eira Planning Scheme to the extent defined by the title boundaries of the individual places which comprise the precinct. The unnamed rear laneway is not included in the extent of the heritage overlay.



Recommended extent of heritage overlay. (Source: Nearmap, December 2019)

Gradings Table

No	Street	Significance
16	Station Place	Contributory
18	Station Place	Contributory
20	Station Place	Contributory
22	Station Place	Contributory
24	Station Place	Non-contributory
26	Station Place	Contributory
30	Station Place	Contributory
34	Station Place	Contributory
38	Station Place	Contributory
42	Station Place	Contributory