

City of Port Phillip Heritage Review

Place name: B.A.L.M. Paints Factory
Administration Building
(former)

Citation No:
8

Other names: -



Address: 2 Salmon Street, Port Melbourne

Heritage Precinct: None

Category: Factory

Heritage Overlay: HO282

Style: Interwar Modernist

Graded as: Significant

Constructed: 1937

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The former B.A.L.M. Paints factory administration building, to the extent of the building as constructed in 1937 at 2 Salmon Street, Port Melbourne, is significant. This is in the European Modernist manner having a plain stuccoed and brick façade with fluted Art Deco parapet treatment and projecting hood to the windows emphasising the horizontality of the composition. There is a tower towards the west end with a flag pole mounted on a tiered base in the Streamlined Moderne mode and porthole motif constituting the key stylistic elements. The brickwork between the windows is extended vertically through the cement window hood in ornamental terminations.

Non-original alterations and additions to the building are not significant.

How is it significant?

The former B.A.L.M. Paints factory administration building at 2 Salmon Street, Port Melbourne is of local historic, architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is historically important (Criterion A) as evidence of the importance of the locality as part of Melbourne's inner industrial hub during the inter-war period, also recalling the presence of other paint manufacturers at Port Melbourne including Glazebrooks, also in Williamstown Road.

It is aesthetically important (Criterion E) as administrative headquarters in the European Modernist manner, comparing with Holeproof (Box Hill) and Pilkington-ACI (Braybrook). (Criteria D & E)

Thematic context

Victoria's framework of historical themes

5. Building Victoria's industries and workforce: 5.2 Developing a manufacturing capacity

Port Phillip thematic environmental history

4. Industry: 4.5 Growth and prosperity

History

In 1937 the British Australian Lead Manufacturers Pty. Ltd. (B.A.L.M.) and the associated Australasian United Paint Company Ltd. (United) erected new premises at this site (SM). The Commonwealth Litharge and Red Lead Pty. Ltd., red lead manufacturers were also located here. The companies manufactured and/or distributed paints and varnishes, "Dulux" finishes, "Duco" lacquers and specialised paint products.

In 1955 BALM Paints commenced a major construction programme, which included constructing five completely new sites in four Australian states and New Zealand, as well as re-organisation and enlarging of all existing plants and provision of additional staff amenities. In Melbourne, a new factory was constructed in McNaughton's Road, Clayton, which was opened late in 1957. Meanwhile, at this site in Williamstown Road major additions were made including a £50,000 brick amenities block, a two-storey administration block, seven 'Arcon' 80ft x 30 ft buildings and linking of the two present factories into one. The new factory and additions enabled the company to supply the Victorian market without drawing on the company's factories in Sydney and Adelaide (*The Beverley Times*, 14 July 1955, p.6).

B.A.L.M. retained a presence at Salmon Street until the 1960s (SM). However, by 1973 (SM) the buildings were occupied by the division of mineral chemistry of the C.S.I.R.O, which remained there until the 1990s.

The building was designed by W.J. Grassick, architect and engineer, who was responsible for a number of factories in Melbourne's industrial suburbs (Grow 2008:20)

References

Grow, Robin, *Port Melbourne Walk*, Art Deco Society, 2008:20

Sands & McDougall Directory (SM)

Description

Since it was originally assessed in 1998 the manufacturing buildings of the 1937 factory complex have been demolished and replaced. The front sections of the administrative building, however, have been retained and restored and the addition has been set back from the facades of the building and has a neutral appearance.

The surviving 1937 administrative section is in the European Modernist manner having a plain stuccoed and brick façade with fluted Art Deco parapet treatment and projecting hood to the windows emphasising the

horizontality of the composition. There is a tower towards the west end with a flagpole mounted on a tiered base in the Streamlined Moderne mode and porthole motif constituting the key stylistic elements. The brickwork between the windows is extended vertically through the cement window hood in ornamental terminations.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

The significance of the building relates primarily to the distinctive Modernist form and detailing of the administrative offices, which have been retained. The additions have not adversely affected the significance of the place, as the form and detailing of the original building is still legible.

Recommendations

Retain in the heritage overlay. Change address in HO schedule to '2 Salmon Street, Port Melbourne'

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Ward, Andrew, *Port Phillip Heritage Review*, Version 1, 1998

Other images





City of Port Phillip Heritage Review

Place name: Victoria Hotel (former)
Other names: Shop

Citation No:
26



Address: 113 Cecil Street,
South Melbourne

Category: Hotel

Style: Victorian

Constructed: 1873, c.2007

Designer: Unknown

Amendment: C161

Comment: Revised citation

Heritage Precinct: Emerald Hill Residential

Heritage Overlay: HO440

Graded as: Contributory

Victorian Heritage Register: No

Significance

The 1998 statement of significance for the former Victoria Hotel is:

The former "Victoria" hotel at the corner of York and Cecil Streets, South Melbourne, was built in 1873 and is historically important along with other examples of its type for its capacity to demonstrate a past way of life wherein the corner pub was a meeting place within its neighbourhood accessible by foot with the houses and centres of employment that it was built to serve (Criterion A). It is aesthetically important as a prominent hotel characteristic of the mid Victorian period (Criterion E), comparing with former hotels elsewhere in South Melbourne and including nos. 328 and 330 Dorcas Street.

As a reconstructed building, the former Victoria Hotel no longer meets the threshold of local significance. It remains, however, Contributory to the HO440 precinct, as the overall accuracy of the reconstructed building including the form and detailing means that it can still be interpreted as a simple corner hotel of the 1870s.

Thematic context

Victoria's framework of historical themes

5. Building Victoria's industries and workforce: 5.6 Entertaining and socialising

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill

8. Ways of life: 8.2 South Melbourne

History

At the Crown land sales, lot 1 of Section 2 was purchased by W.J. London. It had frontages to Cecil and York streets. The corner portion of lot 1 remained undeveloped until 1873 when Henry Foreman built a brick “bar” with ten rooms. He leased it to Mary Ann Aird, a licensed victualler who continued to operate the business in 1876. At the time the property was rated to York Street and had an NAV of 108 pounds (RB).

In the 1880s, Henry Foreman, described as a wheelwright, or Mrs Catherine Foreman, was listed as “owner”. During that time, the turn over of tenants was high and included William Stabb, James Gill, Maria Whitford, William Leihy and Johanna Hill (RB).

By 1881, the hotel was described as “brick, 11 rooms, N.A.V. 120 pounds”. In 1890, Catherine Foreman leased the property to William Scullion and in 1900, to Lena Tomlinson. In 1900, the hotel was described as having 14 rooms (RB). It continued to operate until 31 December 1920, when it closed. The building was subsequently used as a shop.

In 2007 the building was demolished and rebuilt to resemble the original building.

References

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan

South Melbourne Rate Books (RB) 1868-77, 1880-87, 1890-91, 1900-01 (Public Records Office of Victoria VPRS 2332)

MMBW litho plan no.19, c.1894

Parish plan South Melbourne, Sheet 2. Port Melbourne Historical Society

Cox, “Hobson Bay and River Yarra”, 1866. State Library Victoria, Map Section

“Hotels” Vol. 2. Port Phillip Library, Local History Collection, LH 647.949 4 SOU

Ward, Andrew, *Port Phillip Heritage Review*, Version 16, 2014

Description

When this former hotel was assessed in 1998 it was described as follows:

A representative mid Victorian hotel characteristically located on a street corner with a corner splay but of utilitarian appearance, the plain stuccoed walls being relieved solely by a string course and bracketed eaves. The upper level windows have architraves and the lower level windows chamfered reveals.

The condition was described as ‘Sound’ and the integrity as ‘High’ despite some alterations to the street level window openings.

The former hotel, as reconstructed, closely matches the building as it was in 1998. Details such as the architraves to the first floor windows, the sills and chamfered reveals to the ground floor windows, stringcourse and bracketed eaves and the overall form of the building closely match the original. The key differences are:

- The eaves, rather than being almost flush, project from the wall.

- In the splayed corner, a window has been added to the first door and a door to the ground floor (possibly, this is deliberate reconstruction based on historic evidence)
- New windows and door openings have been created in the ground floor walls (again, this is possibly based on historic evidence).

It is also understood that the building has been constructed of pre-cast concrete panels, rather than the presumed rendered brick.

Comparative analysis

Prior to its reconstruction, the former Victoria Hotel was a typical or representative example of its type (a mid-Victorian hotel), but was not an outstanding example in terms of its historic use, design or function. Its decorative features were typical of hotels of this period, and it is not a particularly early or unique example. While its corner siting lends it some prominence, this is the same of almost all hotels that were, with few exceptions, located on corners.

It compares with other examples in Port Philip constructed c.1875 and included in the HO such as the Prince Alfred Hotel at 355 Bay Street, Port Melbourne (HO1), the Southern Cross Hotel at 78 Cecil Street, South Melbourne (HO289), the Cricketer's Arms Hotel, 69 Cruikshank Street, Port Melbourne (HO1), the former Queens Arms Hotel, 330-34 Dorcas Street, South Melbourne (c.1877), the Cassidy Family Hotel at 97 Graham Street, Port Melbourne (HO1) and the former Talbot Inn at 144 Montague Street, South Melbourne (HO203).

The other examples cited are all relatively intact. The loss of the original fabric of the former Victoria Hotel as a result of the demolition and reconstruction means that it has low intactness when compared to these other examples and consequently no longer meets the threshold of local significance. However, given the relative accurate reconstruction it retains good integrity and remains Contributory to the HO440 precinct.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay. Change status on Heritage Policy Map to Contributory.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Allom Lovell Sanderson Pty Ltd, *South Melbourne Conservation Study*, 1987

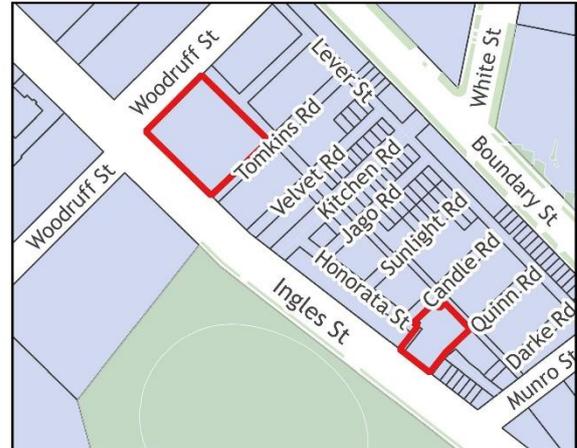


City of Port Phillip Heritage Review

Place name: J. Kitchen & Sons Pty Ltd
(former)

Citation No:
48

Other names: -



Address: 164 Ingles Street, 14 Woodruff Street, Port Melbourne

Heritage Precinct: None

Category: Industrial: office and factory

Heritage Overlay: HO164

Style: Interwar Stripped Classical

Graded as: Significant

Constructed: 1925, c.1945

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The former J. Kitchen & Sons Pty Ltd complex comprising the administrative offices, constructed in 1925, at 164 Ingles Street, and the remnant factory at 14 Woodruff Street, Port Melbourne, is significant. The former office is an imposing stuccoed three storeyed office building in the inter-war Classical revival manner with rusticated corners, bracketed cornice and plain parapet. Visual emphasis is given to the central entrance by means of a stepped reveal in buff coloured cement with a polished granite architrave. Windows to the main facade are metal framed and include continuous vertical strip windows that pierce the rusticated corners and pairs of multi-pane windows arranged symmetrically above and beside the entrance. The east elevation has similar detailing to the facade and contains large metal or timber framed windows. Internally, the building retains some original fabric and spaces including timber partitions, doors and architraves etc., terrazzo and mosaic tile to floors and to dado height in the entrance foyer and the front stairwell, the front door and timber panelling and revolving doors, as well as original cornices and capitals to the ceilings and columns in the foyer. A notable feature is the surviving section of the original terrazzo/mosaic foyer floor, which includes the monogram of J. Kitchen and Sons. The other surviving building is the two-storey brick factory at the corner of Woodruff Street. This has a row of multi-pane metal framed horizontal windows at ground floor and a row of single-paned aluminium framed windows at first floor level, each set within thin rendered bands extending across the façade that serve as the sills and lintels for the windows. Another rendered band forms the parapet capping. The most northerly bay comprises full height pilasters and a square pediment.

Non-original alterations and additions to the buildings are not significant.

How is it significant?

The buildings associated with the former J. Kitchen & Sons Pty Ltd complex at 164 Ingles Street & 14 Woodruff Street, Port Melbourne are of local historic, architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

The former J. Kitchen buildings are historically significant for the capacity to demonstrate the scale of the company's undertaking in Port Melbourne as well as its long standing presence at this site, commencing c.1858 when it was seen to be sufficiently remote from settled areas for a noxious industry. The office is important also for its capacity to demonstrate the company's enlightened attitude to workers' conditions, accommodating a social hall for their enjoyment. The complex is important for its capacity to recall the products manufactured at this site which became in many instances household words throughout the nation. Together with the former premises of Felton Grimwade and Co. these two buildings survive as evidence of the principal industrialists in Ingles Street during the nineteenth century. (Criterion A)

The office has architectural significance as an exceptionally imposing commercial building in the Classical Revival manner of the inter-war period outside of the City centre. The architectural and aesthetic significance of the place is also enhanced by the survival of some of the original interior layout and details particularly the entrance foyer, the stairwell and the remnant section of the double height central office space. (Criteria D & E)

Thematic context

Victoria's framework of historical themes

5. Building Victoria's industries and workforce: 5.2 Developing a manufacturing capacity

Port Phillip thematic environmental history

4. Industry: 4.1 Sandridge; 4.5 Growth and prosperity

History

John Kitchen arrived in Australia in 1856 and together with his three sons established the firm of J. Kitchen and Sons, which within thirty years had become the largest soap making firm in Australia. By 1890 it had premises in Victoria, New South Wales and Queensland and New Zealand with its principal works at Ingles Street, Port Melbourne and at Alexandria, near Sydney. Products manufactured included "Velvet", "Witch" and "Anchor" laundry soaps; "Persil", "Solvol" and "Electrine" candles. An important by-product was glycerine used for explosives, medicinal purposes and in the tobacco industry.

The Kitchen family began making tallow candles from butcher's scraps in the backyard of their Emerald Hill (South Melbourne) house, but were soon ordered out as a noxious trade (Raworth 2016:2). The company moved operations to Sandridge (Port Melbourne) by 1859, first to a site at the corner of Crockford and Ingles streets and then to the present site in Ingles Street by 1860. The company expanded considerably over the next few decades and by 1884 had acquired the whole of the land bounded by Inglis, Boundary and Woodruff streets. When the company merged with the Apollo Stearine Candle Co. in February 1895 it became the pre-eminent candle manufacturer in eastern Australia, and by the time of its merger with the British firm Lever Bros. in 1914, it employed over 1000 workers (Raworth 2016:3).

With the expansion of the company more office space was required. In 1908 the offices were relocated to 10 Queen Street, Melbourne but soon outgrew those premises and so a decision was made to construct a

new purpose-built Administrative Offices building on part of the Ingles Street site. The new offices, constructed in 1925, were described in 'Advance' (the J. Kitchen & Sons company journal) as 'one of the most up-to-date blocks of offices in the Commonwealth, combining loftiness, dignity and stability' (cited in Raworth 2016:3-4). The architect of the offices has not been identified, but Raworth (2016:3) identifies H.W. & F.B. Tompkins as a potential candidate as they designed the former Yorkshire Fire & Life Insurance Building, which shares many architectural similarities with this building. The Yorkshire Fire & Life Building was constructed c.1922 on an adjoining site to the former Queen Street offices of J. Kitchen & Sons.

The interiors featured a mosaic tiled floor in the foyer having the monogram of J. Kitchen & Son worked into the centre, while mosaics and terrazzo covered the lower walls to the staircases, and doors and timberwork were of polished maple. The main office spaces were situated around the perimeter of the first floor, opening onto a balcony that overlooked the ground floor. At second floor level there was a spacious hall for social purposes designed to accommodate 700 people with a kauri dance floor. The social club organised dances, smoke nights, table tennis competitions and picnics, and there was a tennis club, a cricket club and a football club (Raworth 2016:5).

The construction of the offices was the beginning of a major period of expansion and by the early 1930s the complex had expanded significantly to cover 15 acres, manufacturing a range of products ranging from cleaning products to margarine (Pratt). A series of aerial photographs dating from 1939 show a series of factory buildings occupying the whole of the area between the offices and Woodruff Street to the north (SLV). Further expansion occurred in the early post-war period (Lovell Chen).

By 1924, Lever had fully acquired the business and the company was later known as Kitchen & Lever, then Unilever and, by 1976, Unichema. The company remained at this site until the 1990s and after they relocated the office building remained vacant for almost two decades, while the associated factory buildings surrounding it were demolished. The exception is the building at the corner of Woodruff Street. This appears to have been constructed c.1945 to replace earlier buildings as it is not shown in the 1939 images, but appears in a 1945 aerial.

In 2016 the office building was in the process of being converted into apartments, and the remnant factory was vacant and awaiting redevelopment, while townhouses were being constructed on the surrounding land.

References

'Advance', 7/25, v.2, no.7

Bryce Raworth Pty Ltd, 'Analysis of proposed works at 164 Ingles Street, Port Melbourne with respect to heritage issues. Assessment of heritage impacts', March 2016

Lovell Chen, 'Heritage Impact statement. Former J. Kitchen & Sons Pty Ltd factory site, 14 Woodruff Street, Port Melbourne', August 2017

Melbourne & Metropolitan Board of Works (MMBW) litho plan no.18

Pratt, Ambrose (ed.), 'The National Handbook of Australia's Industries', The Specialty Press Pty. Ltd., 1934, pp. 280-82

State Library of Victoria (SLV) 'Factories of J. Kitchen & Sons, manufacturers, in area bounded by Ingles, Munro and Boundary Streets, Port Melbourne', Charles Daniel Pratt (Airsy), February 1939

Description

The former J. Kitchen & Sons Pty Ltd offices is an imposing stuccoed three storeyed office building in the inter-war Classical revival manner with rusticated corners, bracketed cornice and plain parapet. Visual emphasis is given to the central entrance by means of a stepped reveal in buff coloured cement with a polished granite architrave. Windows to the main facade are metal framed and include continuous vertical

strip windows that pierce the rusticated corners and pairs of multi-pane windows arranged symmetrically above and beside the entrance.

The east elevation, which once faced toward a side street that no longer exists, has similar detailing to the facade and contains large metal or timber framed windows. This contrasts with less architecturally resolved western elevation, which would have originally been concealed by adjoining factory buildings, where the facade detailing only partially returns around the corner.

The interior of the building remained very intact until recently. Of note was the double height central space surrounded by a continuous balcony at first floor level, with partitioned offices around the perimeter. Original fabric included timber partitions, architraves etc., use of terrazzo and mosaic tile to floors and as dados to the front stairwell and in some of the ground floor offices, and the front door and entrance vestibule including revolving doors. Recent works have uncovered surviving sections of the original terrazzo/mosaic foyer floor, which includes the monogram of J. Kitchen and Sons, as well as original cornices and capitals to the foyer and ceilings and columns that had been hidden by a false ceiling.

However, works to convert the building to apartments will result in the loss or modification of much of the original interior fittings and spatial layout. The major change has been the loss of the central double height space of which only a small section will remain, including part of the original balcony, at the south end and the reconfiguration of other spaces including the former social club hall to create seven apartments. The main foyer will remain largely intact, although the ceiling will be lowered, and remaining details including terrazzo and mosaics to the walls and floors have been preserved. The front stairwell will also remain largely intact, including the terrazzo floors and dado, and brass and metal balustrades (The second stair case in the north east corner has been removed). Timber architraves and skirtings were salvaged during demolition and have been re-used in the new apartments. Externally, windows have been sympathetically restored to the main elevations and the render has been repair and replaced. On the roof top a garden has replaced the gabled roof of the social hall.

The other surviving building is the two-storey brick factory, constructed c.1945, at the corner of Woodruff Street (14 Woodruff Street). It has a row of multi-pane metal framed horizontal windows at ground floor and a row of single-paned aluminium framed windows at first floor level, each set within thin rendered bands extending across the façade that serve as the sills and lintels for the windows. Another rendered band forms the parapet capping. The most northerly bay comprises full height pilasters and a square pediment. Alterations to this building include the replacement of the first floor windows (the original ground floor windows were extant in 2015 and in 2017 had been boarded up), and there are later additions to rear facing Woodruff Street.

Other buildings associated with the operations of Kitchen and Sons Pty. Ltd. that once surrounded this building have been demolished and townhouses have been constructed on the land. This includes the building immediately to the south of the remaining factory, constructed c.1935, which was demolished in 2016. The 1998 heritage study described this building as follows:

... the two and three storeyed red brick premises at the Ingles Street/Wodruff Street intersection. They exhibit a range of architectural treatments including a stripped Classical facade to Ingles Street having raised pavilions in stucco and red brick with stepped parapets and steel framed windows.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.



Recommendations

Retain in the heritage overlay. Reduce HO164 to apply only to the former J. Kitchen & Sons Office building at 164 Ingles St and the remnant factory building at 14 Woodruff St and associated land as defined by the title boundaries.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Ward, Andrew, *Port Phillip Heritage Review*, Version 1, 1998

Other images

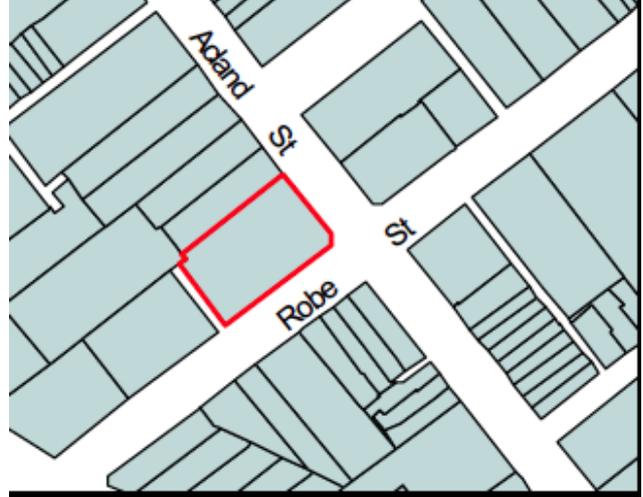


Former J. Kitchen building at 14 Woodruff Street

City of Port Phillip Heritage Review

Place name: Halcyon
Other names: House

Citation No:
57



Address: 53 Acland Street, St Kilda

Heritage Precinct: St Kilda Hill

Category: Residential: detached

Heritage Overlay: HO11

Style: Victorian Italianate

Graded as: Significant

Constructed: 1886, 1929, 1939

Victorian Heritage Register: Yes, H0775

Designer: Frederick De Garis & Sons

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

Halcyon, the mansion designed by Frederick De Garis & Sons and constructed in 1886, at 53 Acland Street, St Kilda, is significant. Halcyon is an exuberant example of the residences erected for wealthy St Kilda residents during the Melbourne land boom. A light balcony and verandah, which surrounds two facades and terminates at the entrance-tower, feature slender paired cast iron columns, cast iron balustrading and valencing, and brackets which form Gothic pointed arches. The dominant entrance porch is emphasised by vermiculated quoins and the tower above, is highly decorated with pilasters, festoons and string courses. Protruding bays feature arch headed windows and the dominant roof above is exposed and has bracketed eaves. Internally the house is substantially intact and noteworthy for its elaborate plasterwork and particularly fine vestibule, which repeats the Gothic theme of the external cast iron.

The former stable block at the rear, converted during the interwar period into flats, also contributes to the significance of the place.

The front fence and the small hipped roof building adjacent to Robe Street are not significant.

How is it significant?

Halcyon at 53 Acland Street, St Kilda is of local historic and architectural significance to the City of Port Phillip.

Why is it significant?

The mansion is of architectural and historic significance as one of the most sophisticated and intact of the surviving examples of the many opulent buildings erected in St Kilda during Melbourne's boom. It demonstrates the importance of St Kilda as a suburb favoured by Melbourne's elite during the nineteenth century. (Criteria A & D)

The mansion is of architectural and aesthetic significance as a fine and intact example of a Italianate style, which is notable for the richness and quality of its detailing. (Criterion E)

The former stables are of historic significance as evidence of the trend to higher density living in St Kilda during the interwar period, which saw the conversion of many former mansions and their outbuildings into flats. (Criteria A & D)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill, 5.2 Seaside seats and marine mansions, 5.3 The late Nineteenth Century boom

History

This property, at the south west corner of Robe and Acland streets, was vacant in 1885. By the following year, Annie Dudgeon was listed as the owner and occupier of a 12-room brick house with a N.A.V. of £250 (RB, 1885, 1886). The architect was Frederick de Garis and sons (HV).

The house, known as 'Halcyon', is shown on the 1897 MMBW Detail Plan. At the rear is a brick stables block separated from the house by a brick paved yard, there is a fernery adjacent to Robe Street boundary and to the north of the house is a tennis court and lawn. It is one of several mansions on large allotments in this area, which included 'Questa', 'Rathlin', 'Ellimatta' and 'Melford' (all facing The Esplanade between Robe Street and Alfred Square), and in Acland Street at nos. 37, 39 and 41 (on the west side) and 'Tromore' (no.24) and 'Linden' (no.26) on the east side.

St Kilda Council issued two building permits for 'brick additions', one in 1929 and the other a decade later in 1939. It is thought that one these permits enabled the conversion of the rear stables to flats.

References

Heritage Victoria (HV) – VHR H0775 citation

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan No. 1367, and Detail Plan No. 1366, both dated 1897

St Kilda Council building permits nos. 7518, dated 8 July 1929 and 10421 dated 21 November 1939

St Kilda Rate Books (RB)

Description

The two-storey mansion at 53 Acland Street, St Kilda formerly known as 'Halcyon' is an exuberant example of the residences erected for wealthy St Kilda residents during the Melbourne land boom. It is an asymmetrical two storey Italianate villa. The return balcony and verandah, which terminates at the entrance-tower, feature slender paired cast iron columns, cast iron balustrading and valencing, and brackets which form Gothic pointed arches. The dominant entrance porch is emphasised by vermiculated quoins and the tower above, is highly decorated with pilasters, festoons and string courses. Protruding bays feature arch headed windows and the dominant roof above is exposed and has bracketed eaves. Internally the house is substantially intact and noteworthy for its elaborate plasterwork and particularly fine vestibule, which repeats the Gothic theme of the external cast iron.

At the rear of the mansion is the original stables block, which was converted during the interwar period into flats. It has a gabled roof with a projecting bay window in the upper wall facing Robe Street. A single storey addition between the stables and Robe Street was built as a garage.

Comparative analysis

This is an example of the extravagant mansions erected for wealthy St Kilda residents during the Melbourne land boom of the late nineteenth century. Many of these houses were demolished (e.g., 'Questa', 'Rathlin', 'Ellimatta', 'Melford' and 'Tromore') or significantly altered (e.g., 37 & 39 Acland Street) in the twentieth century and 'Halcyon' is a rare surviving example, which is notable for its high degree of intactness, which includes the retention of the rear stables block, later converted to flats. It compares with the nearby 'Linden' at 26 Acland Street (HO10, VHR H0213) and 'Eildon' at 51 Grey Street (HO144, VHR H0746).

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

Retain in heritage overlay.

Primary heritage study

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other heritage studies

Nigel Lewis & Associates, *St Kilda Conservation Study*, 1982



Other images



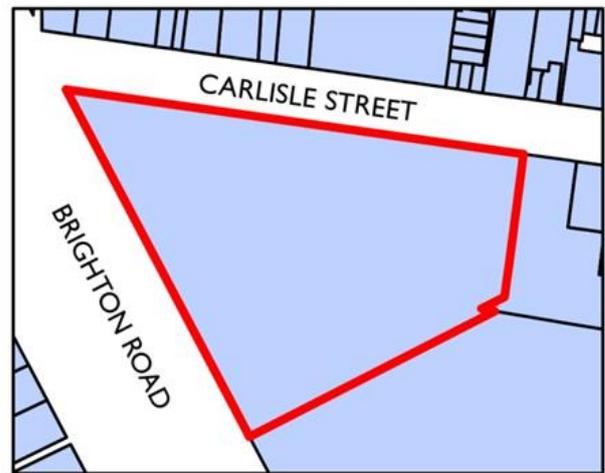
Top: Mansion looking from corner of Acland and Robe streets

Above: Former stables, converted to flats in the 1930s

City of Port Phillip Heritage Review

Place name: St Kilda Town Hall
Other names: -

Citation No:
68



Address: 99A Carlisle Street, St Kilda

Category: Community: Town Hall

Style: Victorian Free Classical

Constructed: 1889-90, 1925, 1939, 2008

Designer: William Pitt, Sale & Keage,
B.S.W. Gilbertson

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct: St Kilda, Elwood,
Balaclava, Ripponlea

Heritage Overlay: HO63

Graded as: Significant

Victorian Heritage Register: No

Significance

St. Kilda Town Hall is important historically, of architectural note for its evolved form and several important features, is a local landmark and a key element of the old market reserve group of public buildings. The basic structure, a front wing extending also along Carlisle Street and the hall, was opened in 1890, having been constructed in face brickwork devoid of the external ornament that Pitt's design proposed. The columns had no capitals and only the base of the massive tower was built. In common with most 19th century town halls in Melbourne during the 1920s and 1930s, the building was extensively renovated and the interiors are now a fusion of 19th and 20th century details. The portico of 1925 is an uncommon and important feature, whilst the associated foyer is of note. The resulting arrangement of portico, foyer, and main hall reflects the premier position of St. Kilda at the end of the 19th century and particularly in the first decades of this century. Even so the awkward junction between the main body and the stucco portico remained until the face brickwork was covered up in recent times. The Mayor's room ceiling is the most notable feature of the offices. In 2008 a three level contemporary addition of glass, steel and concrete accommodating administrative Council offices was constructed to the northeast of the original building.

EXTENT OF SIGNIFICANCE

Nineteenth century building and the later supper room and Council Chamber section.

SURROUNDING ELEMENTS OF SIGNIFICANCE

St. Kilda Town Hall is set in landscaped grounds with established trees. It forms part of a group of public buildings located on the old market reserve.

Thematic context

Victoria's framework of historical themes

7. Governing Victorians: 7.1 Developing institutions of self-government and democracy

Port Phillip thematic environmental history

7. Government services: 7.1 Local Government: the emergence of cities, 7.4 St Kilda

History

The main body of the St. Kilda Town Hall was constructed by Clark and Smith builders and opened on the 23rd of June, 1890 (2). Controversy over the sum that the Council could spend on building resulted in the deletion of the 178 foot (54.3 m) tower of Architect William Pitt's design (2), and the 'carcass' of the building only being erected, devoid of all decoration and the proposed mansard roofs (1). The building stayed like this for much of the early twentieth century, disguised by creeper.

In 1925 the portico, designed by Architects Sale and Keage, was added (2) and other renovations made. A supper room was added at the rear of the hall in 1939, the designer being Council's building surveyor, B.S.W. Gilbertson. The Council Chamber presumably dates from the same time. The north wing facing Carlisle Street was the last section to be added. The main body was rendered in recent times.

In April 1991 a fire destroyed the banquet hall and supper room and severely damaged the interior of the hall. One year later building commenced on the reconstruction. A new administrative wing was added on the east side of the building facing Carlisle Street, which was extended in 2008.

References

1. City of St. Kilda archives, perspective of proposed Town Hall by William Pitt.
 2. John Butler Cooper, *The History of St. Kilda: from its first settlement to and after 1840-1930*, City of St. Kilda, Melbourne, 1931, vol. II, pp. 48-55, photograph facing p. 58, p. 61
 3. E.N. Matthews, 'Colonial Organs and Organbuilders', Melbourne University, Carlton, 1969, p.151
-

Description

The main body of the St. Kilda Town Hall is a two storey, brick building set on substantial semi-basement. The front section faces the intersection of the two streets, with an angled North wing extending along Carlisle Street. The Southern angled wing was never built. The hall is located on the other side of the foyer. The Council Chamber section is located where the southern wing was to have been. The hall contains a three- manual organ by Fincham and Hobday, opened in 1892 and enlarged and modernised in 1961(3).

Internally, the main foyer with its associated staircases remains very intact. The ceiling of the Mayor's office is also very intact. This space has been divided by partitioning.

The forecourt contains a teardrop-shaped concrete driveway leading from the street corner. The form of the driveway appears to date from the late nineteenth century, although the concrete paving appears to date from the post-war era. There are what appear to be early cast iron bollards and a lamppost. The date of these is unknown, as they do not appear in pre-World War II images of this area.

The forecourt and surrounds also contains several significant trees that date from the late nineteenth or early twentieth centuries. These include two Norfolk Island Pines (*Araucaria heterophylla*), two Bunya Bunya

Pines (*Araucaria bidwillii*), a large Fig (*Ficus sp.*), two Bhutan Cypress (*Cupressus torulosa*), a Magnolia Grandiflora, and a Canary Island Pine (*Pinus canariensis*).

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

Retain in the heritage overlay.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

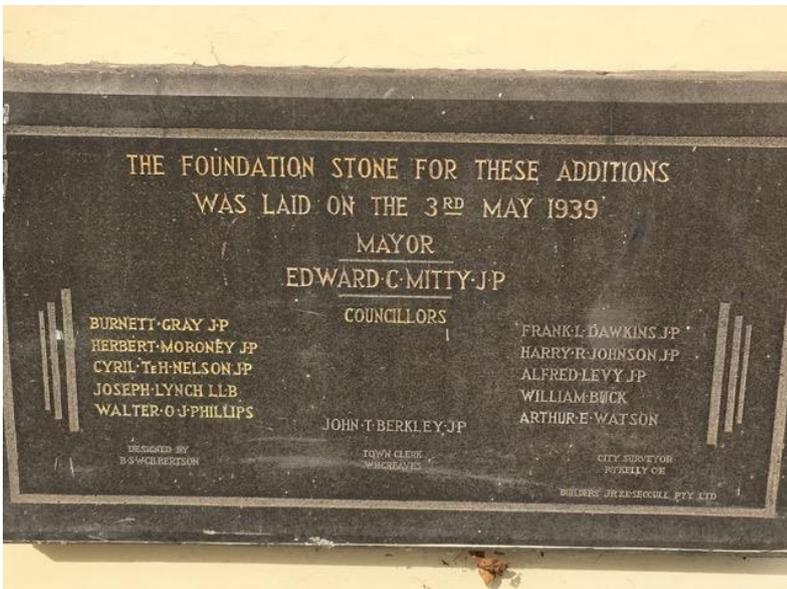
Other studies

David Bick in conjunction with Wilson Sayer Core Pty Ltd, *St Kilda Conservation Study Area 2*, Vol. 1, 1984

Nigel Lewis & Associates, *St Kilda Conservation Study Area 1*, 1982

Other images





City of Port Phillip Heritage Review

Place name: State Savings Bank of Victoria
(former)

Citation No:
95

Other names: Commonwealth Bank



Address: 133-35 Acland Street, St Kilda

Heritage Precinct: Elwood St Kilda
Balaclava Ripponlea

Category: Commercial: Bank

Heritage Overlay: HO7

Style: Postwar

Graded as: Significant

Constructed: 1969

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

A good example of small-scale bank architecture dating from the 1960s. The essentially symmetrical facade cleverly expresses an asymmetrical plan generated by the bank's functional duality: on one side expressing public accessibility, on the other, solid security. The symmetry of the double curved awning resolves this duality and the fine marble facings enhance the sense of formality. The canopy and the height of the parapet continue the dominant characteristics of the streetscape. The setback of the building contributes a small public space to the Acland Street footpath.

Thematic context

Victoria's framework of historical themes

6. Building Victoria's industries and workforce: 5.5 Banking and finance

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.5 Post War development.

History

No information

References

No information.

Description

No information.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study, Volume 3*, 1992

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

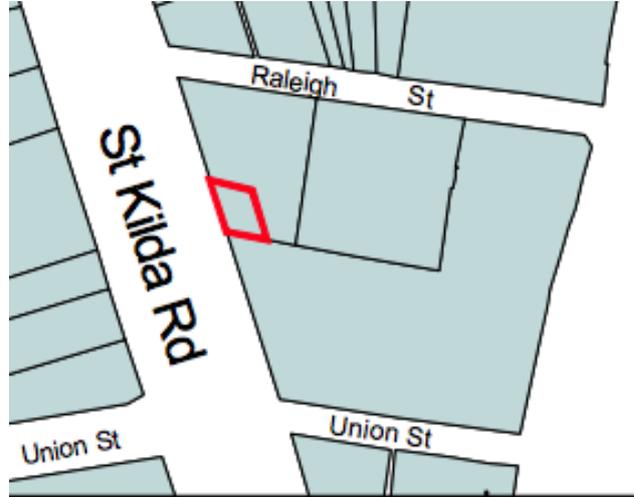
Other images

-

City of Port Phillip Heritage Review

Place name: **Gas Valve House (former)**
Other names: -

Citation No:
219



Address: 615 St Kilda Road, Melbourne

Heritage Precinct: None

Category: Valve House

Heritage Overlay: HO255

Style: Victorian Free Classical

Graded as: Significant

Constructed: c.1876

Victorian Heritage Register: Yes, H0675

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

This former Gas Valve House is included on the Victorian Heritage Register (H0675) as a place of State significance. Please refer to the VHR citation for the statement of significance. The local statement of significance is as follows:

The complex contains some notable relics of the early days of gas production in Melbourne. The Valve House is most significant both architecturally and technologically and its present condition, especially the removal of the slate roof, is a matter of great concern. The office is also significant as part of the complex although the residence, whilst contributory is of low architectural significance. With the recent demolition of industrial buildings and relics of the gas industry at West Melbourne and Tooronga, the survival of remaining links with this industry is vital.

Thematic context

-

History

No information.

References

-

Description

The Valve House is of red brick with cement render trim. The St Kilda Road elevation has superimposed pilasters and a pediment which frame four arch headed windows. Bluestone sills provide contrast to the red brick walls. Each elevation is capped by a similar triangular pediment and a solid parapet runs around the top of the building. The pediments are of face brick and delicate cement render relief decoration incorporating the monogram of the gas company. At impost level a band of delicate arcanthus leaf decoration is incorporated. The grounds are enhanced by a pair of tall palm trees.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Nigel Lewis and Associates, *St. Kilda Conservation Study, Area I*, 1982

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

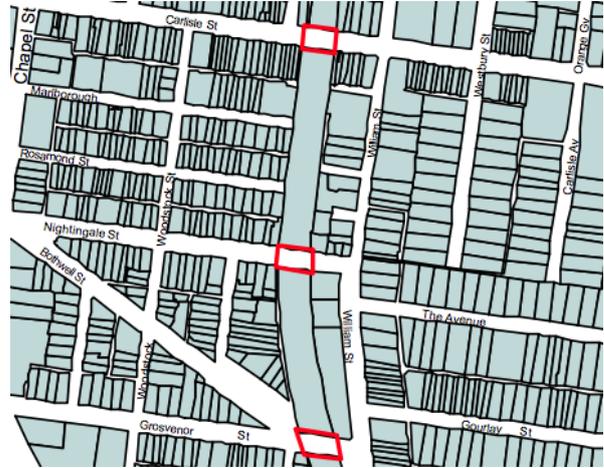
City of Port Phillip Heritage Review

Place name: Rail over Road Bridges
Other names: Brighton & Sandringham Railway

Citation Nos:
314, 2107, 2108 & 2109



Grosvenor Street bridge



Address: Carlisle Street, Grosvenor Street & Nightingale Street, Balaclava

Heritage Precinct: Elwood St Kilda
Balaclava Ripponlea

Category: Transport: Railway

Heritage Overlay: HO147

Style: Victorian

Graded as: Significant

Constructed: 1859-60, 1882-83

Victorian Heritage Register: No

Designer: W.H. Greene (1883)

Amendment: C29, C161

Comment: Revised citations

Significance

What is significant?

The railway bridges across Carlisle, Grosvenor and Nightingale streets, Balaclava, are significant. All were designed and built for the St. Kilda and Brighton Railway Co., presumably to the design of the company engineer in 1858-59 and subsequently duplicated by the Victorian Railways in 1882, the engineer for existing lines at the time being William Henry Greene. The three bridges have axe finished bluestone abutments with tooled margins and dressed copings, the associated retaining walls being curved and terminated by low piers. At Grosvenor and Nightingale streets, the bridge is supported by two sets of stone piers in pairs, the eastern piers being the earliest along with the eastern portions of the abutments, which are more roughly worked than the later Government sections of work. The Carlisle Street bridge retains early riveted iron girders, and brick shops have built adjacent to the bridge abutments.

The concrete girders at the Grosvenor and Nightingale bridges are not significant.

How is it significant?

The three railway bridges in Balaclava are of historic, representative and aesthetic significance to the City of Port Phillip.

Why is it significant?

They are historically important (Criterion A) as evidence of the early development of the railway network and as rare (Criterion B) surviving structures of its type built by a private railway company during the first

decade of railways in Victoria. The bluestone construction and the iron girders at Carlisle Street are representative of the early railway bridges in Victoria (Criterion D).

They are aesthetically important (Criterion E) for the graceful curved retaining walls associated with the abutments and for the similarity with those of the Hobson's Bay Co. on the St. Kilda line of 1857 and the Government's bridges on the Williamstown Pier line opened earlier in 1859.

Thematic context

Victoria's framework of historical themes

3. Connecting Victorians: 3.3 Linking Victorians by rail

Port Phillip thematic environmental history

3. Transport: 3.1 The first railways

History

Construction of the railway line between the terminus at St. Kilda and Bay Street, Brighton was authorised on November 24 1857. The contractor William Randle work, who was awarded the contract in August 1858, undertook the works for the St. Kilda and Brighton Railway Co.. The first train ran on 3rd. December 1859 and there were 11 bridges on the single line of railway included in the work. These three bridges, as well as the road over rail bridges at Alma Road and Hotham Street and the rail over road bridge at Inkerman Street were among these bridges. The Melbourne and Hobson's Bay United Railway Co. purchased the line on September 1 1865 and it was during this company's period of ownership that iron girders were used to replace several of the timber bridges on the line of which this bridge may have been one.

The company's assets were sold to the Government on July 1 1878. In 1881 the Minister of Railway requested an inspection of the condition of bridges along the railway in anticipation of the construction of a 'second line of way' between Windsor and Elsternwick. At the time the Carlisle Street bridge was comprised of two wrought iron 'lattice' girders that rested upon the stone abutments and two pairs of cast iron columns, creating three openings, one for vehicles and side spans for pedestrians. The Nightingale and Grosvenor bridges were of similar design with boilerplate double-flanged girders supported by the stone abutments and two stone piers. All bridges were described as being in 'good order' but suitable for 'light traffic only' (*The Argus*, 23 December 1881, p.7).

On November 25 1882 a contract was let to Sharp and Campbell for the construction of a "second line of way" between Windsor and Elsternwick, and the bridges were widened at this time.

In the 1920s, the Victorian Railway built shops within the curved abutments of the bridge over Carlisle Street.

In 1993 the sculptures 'The Lady of St Kilda' created by Alex Nemirovsky and Ruv Nemiro were installed on both sides of the Carlisle Street bridge. The sculptures are inspired by the story of the naming of St Kilda. On July 15 1842, the Executive Council of the Government of New South Wales, having fixed upon a site for a village to be known as *Fareham*, approved a plan to change the name of the proposed village to *St Kilda*. Tradition has it that the name of *St Kilda* was taken from the schooner *Lady of St Kilda* which was anchored near the foreshore for a sufficiently long time in 1841 to associate the shoreline with the schooner's name (Port Phillip website).

References

Harrigan, L.J., *Victorian Railways to '62*, VR Public Relations and Betterment Board, 1962

Port Phillip website, https://heritage.portphillip.vic.gov.au/People_places/History_of_Port_Phillip [viewed 11 February 2019]

Victorian Railways: "Report of the Board of Land and Works for the y.e. 31st. Dec., 1883

Description

The three rail over road bridges at Carlisle, Grosvenor and Nightingale streets have axe finished bluestone abutments with tooled margins and dressed copings, the associated retaining walls being curved and terminated by low piers. At Grosvenor and Nightingale streets, the bridge is supported by two sets of stone piers in pairs, the eastern piers being the earliest along with the eastern portions of the abutments, which are more roughly worked than the later Government sections of work.

The Carlisle Street bridge retains early riveted iron girders (which appear to date from either the late nineteenth or early twentieth century), while at Nightingale and Grosvenor streets concrete girders have replaced the original iron girders. However, at the Nightingale Street bridge the eastern (1858) sections of the abutment retain cast iron stirrups mounted on bluestone blocks.

At Carlisle Street, brick shops built in the early twentieth century obscure views of the original abutments. The identical shops on the south have distinctive pyramidal ripple iron roofs with timber cornice brackets under the eaves. The shops to the north side are of different designs with Edwardian style parapets.

The sculptures 'The Lady of St Kilda' adorn the sides of the Carlisle Street bridge. The sculptures, made of steel and enamel paint, each feature an impression of the ship said to have given St Kilda its name, flanked by mermaids and sea creatures floating on ocean waves.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

The interwar shops at Carlisle Street contribute to the streetscape and should be conserved. However, demolition may be considered only if the intention is to reveal the original bluestone abutments and side walls and the buildings are not replaced.

Primary source

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Other studies

David Bick in conjunction with Wilson Sayer Core Pty. Ltd., *St. Kilda Conservation Study Area 2 Vol. 1*, 1984

Other images



Carlisle Street bridge showing 'The Lady of St Kilda' sculpture



Nightingale Street bridge and abutment detail



Carlisle Street bridge pier detail

City of Port Phillip Heritage Review

Place name: Ripponlea Railway Station
Other names: -

Citation No:
329



Address: 11-13 Glen Eira Road & 3 Glen Eira Avenue, Ripponlea

Heritage Precinct: St Kilda, Elwood, Balaclava, Ripponlea

Category: Railway Station

Heritage Overlay: HO137

Style: Edwardian: Arts & Crafts

Graded as: Significant

Constructed: 1913, c.1925

Victorian Heritage Register: Yes, H1588

Designer: Victorian Railways (John Hardy)

Amendment: C29, C161

Comment: Revised citation

Significance

The Ripponlea Railway Complex is of State significance (H1588). Please refer to the Victorian Heritage Register for the statement of significance. The local statement of significance is as follows:

What is significant?

The Ripponlea Railway Station complex, constructed c.1913, at 11-13 Glen Eira Road, Ripponlea is significant. The Up and Down station buildings, brick and bluestone platform retaining walls to each side and connecting timber and steel footbridge, interwar shops on the east side, all set within associated parklands with mature landscaping, which includes mature Canary Island Palms and other palm species, all contribute to the significance of the place.

Both station buildings are timber framed, single storied structures with cantilevered platform verandahs. Cladding is weatherboard with roughcast render above door head height and 'half-timbered' gables. Main roofs are diagonal asbestos cement shingles with corrugated iron sheet verandahs faced with small pitch sheet valences. Lining internally is tongue and groove timber board walls with pressed metal sheet ceilings.

How is it significant?

The Ripponlea Railway Station complex is of local historic, architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is historically significant for its ability to demonstrate the expansion of the suburban railway network and settlement of Ripponlea and Elwood after the turn of the century. The area around Glen Eira Road, east of the railway was mostly developed from around the First World War and this was the reason for construction of a station. The surrounding gardens are also significant as one of the few examples of railway reserves that have been used to provide public gardens. The shops on the east side also demonstrate the practice of developing station land to provide commercial returns. (Criterion A)

It has architectural significance as a rare example of an Edwardian era station complex comprising both up and down station buildings and a connecting footbridge. The complex is notable for its high degree of intactness. (Criterion D)

It has aesthetic significance for the Arts & Crafts details to the station buildings and the picturesque setting created by the surrounding public parklands, and timber footbridge. (Criterion E)

Thematic context

Victoria's framework of historical themes

3. Connecting Victorians by transport and communications: 3.3 Linking Victorians by rail

Port Phillip thematic environmental history

3. Transport: 3.1 The first railways

History

The railway running to Brighton and later extended to Sandringham was opened as far as North Brighton in 1859. The line was reconstructed after the government acquired it from the Melbourne and Hobson Bay United Railway Co. in 1878. A station at Ripponlea had been mooted as early as 1888, when an estate agent's subdivision plan indicated a 'railway station site' on Glen Eira Road. The following year, the Shire of Caulfield invited with City of St Kilda to join its deputation to the Railway Commissioner for the establishment of the station. The department deferred the project indefinitely in 1891, stating that it might be reconsidered if land was made available. This evidently did not occur for over a decade, and it was not until 1911 that drawings were prepared for the new station, which opened two years later (PPHR 2015:16-17).

The area around Glen Eira Road, east of the railway, was mostly developed from around the First World War and this was the reason for construction of a station. The Quat Quatta and Erindale Estates were subdivided in 1911.

The area on the west side of the railway station was developed to provide public gardens, now known as the Burnett Grey Gardens. In 1923 the St Kilda Council obtained permission from the Victorian Railway Commissioners for 'beautification' of the land. Council's Parks and Gardens committee prepared a scheme and by 1929 the area was described as 'certainly very beautiful' (*The Prahran Telegraph*, 5 October 1923 p.6, 11 October 1929, p.3).

However, land on the east side adjacent to Glen Eira Avenue remained vacant, as it was the intention of the Victorian Railways to construct shops on the land. In June, 1923 St Kilda Council, acting on behalf of the Ripponlea Progress Association, presented a deputation to the chairman of the Railways Commissioners, Mr. Clapp, protesting against the proposal to lease land on both sides of the station for the building of lock up shops (*The Argus*, 7 June 1923, p.6); despite this, and later pleas for the area to be developed as parkland like the west side, the land had been leased and one shop built by 1929 (*The Prahran Telegraph*, 11 October 1929, p.3).

References

Original drawings: no. 1 'New Station Buildings at Glen Eira Road'. Plans, elevations and so on. Scale 8 ft to 1 in. Dated 21/12/1911; No. 2 Sections, details and so on. Scale 2 ft to 1 in. dated 21/12/1911. Both no. 436, bin 11341

'Port Phillip Heritage Review' (PPHR) Volume 1, Version 17, September 2015

Ward, A. and A. Donnelly, in association with the Australian Railway Historical Society, *Victoria's Railway Stations, An Architectural Survey*, unpublished, 1982

Description

The Ripponlea Railway Station is an Edwardian-era station complex that includes the Up (i.e., towards Melbourne, west side) and Down (toward Sandringham, east side) station buildings, platforms and a connecting timber and steel footbridge. The station buildings are timber framed, single storied structures with cantilevered platform verandahs. Cladding is weatherboard with roughcast render above door head height and 'half-timbered' gables. Main roofs are diagonal asbestos cement shingles with corrugated iron sheet verandahs faced with small pitch sheet valences. Lining internally is tongue and groove timber board walls with pressed metal sheet ceilings. The platforms have brick walls with bluestone coping.

The station is set within the Burnett Grey gardens, which contain mature plantings of Canary Island Palms and other palms, which were popular during the interwar period and provide a related setting. Another typical interwar planting is the privet hedge that lines both sides the path leading from Morres Street to the Up station building. Within the gardens on the east side are interwar shops, which are rendered and parapetted in the inter war Stripped Classical style. Also on the east side is a retaining wall along Glen Eira Avenue, which is constructed of brick with bluestone coping.

Comparative analysis

Ward and Donnelly have identified Edwardian timber stations under the overall heading Gisborne Group. Within that group are five sub-groups covering design variations; Macedon (7 stations), Ripponlea (4), Donald (4), Mansfield (5) and Yarra Glen (3). Ripponlea Station is the only 'very important' station in the sub-group and with Mentone, the only station in Melbourne regarded as very important in the Gisborne group.

The Ripponlea Railway Complex is included on the Victorian Heritage Register.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter)* 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay HO7. Change to Significant on the Port Phillip Heritage Policy Map.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016



Other studies

David Bick & Wilson Sayer Core Pty Ltd, *St Kilda Conservation Study Area 2, Volume 1, 1984*

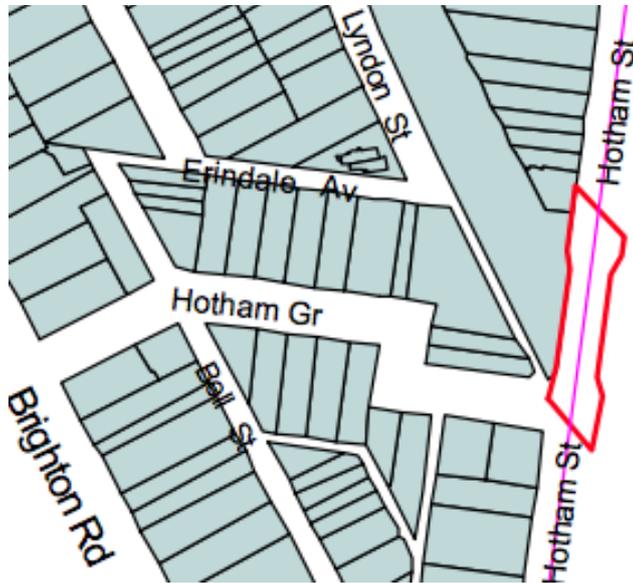
Other images



City of Port Phillip Heritage Review

Place name: Road over Rail Bridge
Other names: Brighton & Sandringham Railway

Citation No:
338



Address: Hotham Street,
Ripponlea

Heritage Precinct: None

Category: Transport: Railway

Heritage Overlay: HO150

Style: Victorian

Graded as: Significant

Constructed: 1859-60

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

This bridge was constructed in 1859-60 and complements the bridges at Carlisle, Nightingale and Grosvenor Streets (q.v.) as part of one of the earliest railway lines in Melbourne. The beams supporting the roadway are presumably a replacement.

Thematic context

Victoria's framework of historical themes

3. Connecting Victorians: 3.3 Linking Victorians by rail

Port Phillip thematic environmental history

3. Transport: 3.1 The first railways

History

Construction of the railway line between the terminus at St. Kilda and Bay Street, Brighton was authorised on 24 November 1857. The work was undertaken for the St. Kilda and Brighton Railway Co. by the

contractor William Randle who was awarded the contract in August 1858. The first train ran on 3rd. December 1859 and there were 11 bridges on the single line of railway included in the work. The Hotham Street Bridge was one of these bridges. The Melbourne and Hobson's Bay United Railway Co. purchased the line on 1st. September, 1865 and it was during this company's period of ownership that iron girders were used to replace several of the timber bridges on the line of which this bridge may have been one. The company's assets were sold to the Government on 1st. July, 1878. In 1881 the Minister of Railway requested an inspection of the condition of bridges along the railway in anticipation of the construction of a 'second line of way' between Windsor and Elsternwick. This bridge was described as having stone abutments and wings, built for a double line, with the roadway carried on hardwood beams with a span of 42 feet. The parapet was of corrugated iron, framed with hardwood. It was in 'good repair' (*The Argus*, 23 December 1881, p.7).

On 25 November 1882 a contract was let to Sharp and Campbell for the construction of a "second line of way" between Windsor and Elsternwick.

References

Harrigan, L.J., "Victorian Railways to '62" VR Public Relations and Betterment Board, 1962
Victorian Railways: "Report of the Board of Land and Works for the y.e. 31st. Dec., 1883.

Description

Road over rail bridge with skewed bluestone abutments and wrought iron girders and balustrade.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

Primary source

David Bick in conjunction with Wilson Sayer Core Pty. Ltd., *St. Kilda Conservation Study Area 2 Vol. 1*, 1984

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Other images

-

City of Port Phillip Heritage Review

Place name: **Surrey Court**
Other names: **Flats**

Citation No:
362



Address: **71 Ormond Road, Elwood**

Heritage Precinct: None

Category: **Residential: Flats**

Heritage Overlay: HO220

Style: **Interwar Old English**

Graded as: Significant

Constructed: **1933**

Victorian Heritage Register: No

Designer: **J.H. Esmond Dorney**

Amendment: **C29, C161**

Comment: **Revised citation**

Significance

What is significant?

Surrey Court flats, designed by J.H. Esmond Dorney and constructed in 1933, at 71 Ormond Road, Elwood are significant. This is a large two storey flat development in the Old English style based around a central courtyard: a central driveway passes through it on axis, entering from Ormond Road through a Tudor-arched undercroft and exiting at the far end through a similar undercroft to garages at the rear. Apart from the tunnel-like access points, the courtyard is completely enclosed on all four sides. Notable features include the half-timbered first floor gabled sections above the arched carriageways, the cantilevering of the first floor several inches beyond the ground floor walls, the contrasting materials of the wall surfaces (clinker brick for the ground floor, rendered upper floors, and occasional sandstone accents), and the picturesquely stepped brick chimneys. Other thematic elements in the ensemble include corbelled oriel windows, diamond paned glazing, the jerkinhead gables of the southwest corner, the heavy timber barges of many of the gables, and a plethora of small, tiled awnings, porches and roof fragments. There are several chimneys either face brick or painted. The landscaping, which so enhances the building's architecture with its neatly clipped privet hedges in the courtyard and behind the low brick front fence, also contributes to the significance of the place.

How is it significant?

Surrey Court flats at 71 Ormond Road, Elwood are of local architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

Surrey Court is significant as a large, picturesque Old English style block of flats by the architect J. Esmond Dorney, who designed several of Elwood's most interesting blocks of flats in the 1930s. Its fully enclosed courtyard plan (entered through tunnel-like carriageways at front and rear) is an extremely rare format, and unique in Port Phillip. Surrey Court features a profusion of Old English architectural elements and decorative treatments, applied in a relatively unco-ordinated manner. Together with the courtyard and carriageway format, though, they combine to make a building of great visual appeal. The almost theatrical application of its medieval motifs is illustrative of the historical imagery that was still demanded of fashionably respectable flats in the 1930s, and is thus also indicative of Elwood's respectability as a residential suburb at this stage of its development. The building is still highly intact, and its immaculate courtyard and small front gardens contribute to its style and character. (Criteria A, D & E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Higher density living in St Kilda & Elwood

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol.1, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl



with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas (PPHR, Vol. 1, pp.34-5).

Elwood represented an even more desirable locale for apartment development because, unlike St Kilda, it was still underdeveloped at the turn of the century. With the completion of the swamp reclamation in 1905, and the expansion of the tramway networks soon after, land became more available, more desirable and more accessible. Over the next two decades, apartment buildings sprung up across Elwood at an alarming rate to the point that they 'overwhelmed the neighbourhood'. Needless to say, the flats themselves display considerable variety in terms of their type and style. By far the most common manifestation was walk-up flats in blocks of two or three storeys, but there were also courtyard developments, sprawling multi-storey blocks, and a few oddities like the rare and unusual bungalow court development, Cromer Court (1940). Stylistically, Elwood's inter-war flats exhibit many of the architectural styles that were fashionable during that time: Tudor Revival, Mediterranean and Spanish Mission (considered highly appropriate for Elwood's seaside position) and, in particular, the Functionalist idiom, which spread through Elwood (as it did elsewhere) in the late 1930s. Still other examples were built in hybrid and eclectic styles the defied classification. Elwood's inter-war flats also represent the work of some of Melbourne's finest and most highly-regarded (both then and now) residential architects, including Best Overend, Bernard Evans, Leslie J.W. Reed, W.H. Merritt, J.H. Esmond Dorney and Seabrook & Fildes (PPHR, Vol. 1, pp.34-5).

Surrey Court Flats

Elwood, situated on the low-lying land to the south of the St Kilda hill became attractive as potential residential land given its proximity with St. Kilda and the City during the first decade of this century. The filling of the swamp, the re-alignment of the Elster Creek and its transformation into the Elwood canal was virtually complete by 1905 and it remained for the Victorian Railways with the ardent support of Thomas Bent, premier, treasurer and minister for railways, to construct an electric tramway linking Elwood and points south with the rail head at St. Kilda, which was opened on 5 May 1906. Major land sales followed in 1908 and 1913 with blocks being provided of a size sufficient for freestanding villas and bungalows. Elwood was an early suburb demonstrating new and more spacious living standards made possible only by the provision of fast electric tramway services. Others beyond the limits of the City of Port Phillip were to follow soon afterwards (PPHR 2015:33)

The completion of the swamp reclamation project in 1910, and the first sales of the reclaimed land three years later, spurred even more intense development in that part of the suburb. Over the next few years, streetscapes of new housing spread along newly-formed Addison Street, Ruskin Street, Meredith Street and Broadway. Commercial development soon followed, with ubiquitous corner shops and others flanking the intersection of Meredith and Addison streets. Elsewhere, modestly- scaled housing estates continued to proliferate. These also developed very swiftly (PPHR 2015:33).

The electric tram along Ormond Road encouraged development along its length, and there was a flurry of building in the decade from 1915 to 1925 and by the late 1920s most of the street was developed. After a pause in development during the Great Depression of the early 1930s the remaining sites were built on. One of these was at 71 Ormond Road where 'Surrey Court' flats were built in the latter half of 1933 for Surrey Court Pty. Ltd. to the design of architect J.H. Esmond Dorney.

References

'Port Phillip Heritage Review' (PPHR) Volume 1, Version 17, September 2015

St Kilda Council Building Permit No. 8290 issued 23 June 1933 (includes working drawing). Permit No. 8362 issued 2 October 1933 for extra flat.

Description

'Surrey Court' is a large two storey flat development in the Old English style based around a central courtyard: a central driveway passes through it on axis, entering from Ormond Road through a Tudor-arched undercroft and exiting at the far end through a similar undercroft to garages at the rear. Apart from the tunnel-like access points, the courtyard is completely enclosed on all four sides.

There is a remarkable degree of variance between the architect's drawings as submitted to the St Kilda Council and the building design as built, which suggests certain arbitrariness in the final arrangement of its Old English motifs. While the basic planning appears to have remained fixed, important elements, such as the roof form, were re-designed quite radically (the original design had no gables). The building's most prominent feature, the half-timbered first floor gabled sections above the arched carriageways, does not appear on the drawings, and was apparently an inspired afterthought. Indeed the drawings show only the western half of the block (with the arched connections awaiting the eastern half) indicating that perhaps the building was completed in stages. The "Tudor" themes established from the start include the cantilevering of the first floor several inches beyond the ground floor walls, the contrasting materials of the wall surfaces (clinker brick for the ground floor, rendered upper floors, and occasional sandstone accents), and the picturesquely stepped brick chimneys. Other thematic elements in the ensemble include corbelled oriel windows, diamond paned glazing, the jerkinhead gables of the southwest corner, the heavy timber barges of many of the gables, and a plethora of small, tiled awnings, porches and roof fragments.

The most deeply embedded medieval allusion in the design is, of course, the enclosed courtyard format. In the original plans, all but the two upstairs front flats are accessed from the courtyard, reminiscent of the balconied compounds of the inns of Tudor England. (The downstairs front flats now have entries to the street too.) The drawings show one two bedroom and two one bedroom flats on each floor, making twelve in all when duplicated in the eastern half. A slightly later plan shows a small one bedroom flat inserted into the roof space at the rear.

Assessment of the overall intactness of the building is difficult to make, due to the discrepancy between the plans and the existing building. For example, the drawings show window boxes fitted on corbelled brackets under the triple-bayed windows. The brackets were built, but whether the boxes were subsequently removed or simply never installed is not known: the window openings look rather too small and bare without them.

The two front chimneys raise a similar question: above the eaves line one is painted and the other not; below, both chimney backs are painted. A more detailed inspection is needed to establish their original state. In general appearance, though, the building seems to be highly intact. The landscaping, which so enhances the building's architecture with its neatly clipped hedges in the courtyard and behind the low brick front fence, seems very much as originally intended.

Comparative analysis

The work of architect, J.H. Esmond Dorney, in the Elwood area through the 1930s displays an extraordinary spectrum of fashionable styles, from Surrey Court's Old English pastiche through to the stark Modernist geometry of 51 Ormond Esplanade and 'Windermere' at 49 Broadway.

'Surrey Court' is notable for its fully enclosed courtyard planning, which is reminiscent of the balconied compounds of the inns of Tudor England. This arrangement is unique in Port Phillip and perhaps Melbourne. For example, none of the Old English flats designed by Robert Hamilton (all situated within the City of Stonnington), who is considered one of the foremost practitioners of the Old English style, have a fully enclosed plan. In Port Phillip, 'Tudor Court' at 9-11 Eildon Road is based on a U-shaped plan, while 'Hartpury Court' at 11 Milton Street forms a L-shape, and 'Clovelly' at 136 Alma Road is rectangular building with projecting bays.

Apart from the courtyard the planning and massing at 'Surrey Court' is relatively ordinary and relies mainly on the superficial application of motifs for its Old English effect rather than a more deeply integrated design approach. To be fair, however, this is true of many interwar Old English style flats. The motifs themselves are accordingly somewhat disparate and uncoordinated when compared to the far stronger, and earlier, Old English style flats by the architect Arthur W. Plaisted: 'Hampden', 74 Barkly Street (1919), and 'Hartpury Court' (1923).

Nevertheless, as an elaborate piece of almost theatrical flat design, it is of considerable historical interest, local prominence and visual appeal. Its orchestrated Old World charm, evidently aimed at a niche towards the prestigious end of the rental market, is an exemplary illustration of the historical imagery still demanded for fashionable flat developments of the time, and reflects Elwood's continuing status as a respectable dormitory suburb. It is one of Elwood's best known buildings: set close to the front property line, its multi-gabled facade commands a strong and evocative presence on Ormond Road, and its archway offers every passer-by an irresistible peep into its charming and immaculately kept courtyard garden.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Amend Map 8HO by extending HO220 to include the whole of 71 Ormond Road.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

David Bick & Wilson Sayer Core Pty Ltd, *St Kilda Conservation Study Area 2*, Volume 1, 1984

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

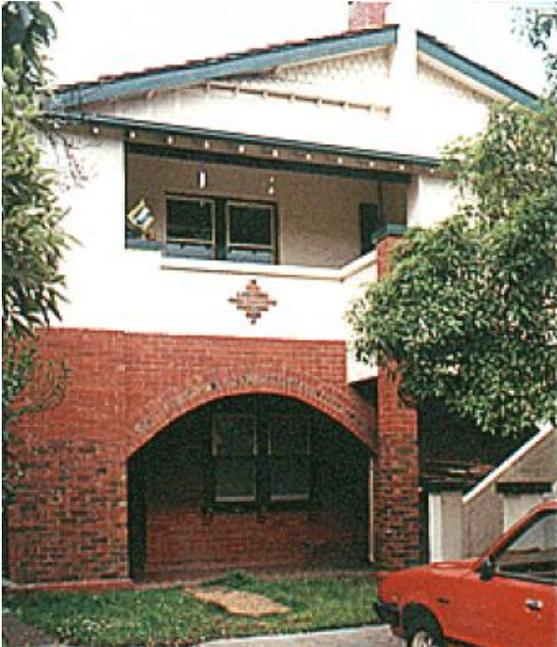
Other images



City of Port Phillip Heritage Review

Place name: Duplex
Other names: Flats

Citation No:
441



Address: 150-152 Brighton Road,
Ripponlea

Heritage Precinct: None

Category: Residential: Duplex, Flats

Heritage Overlay: None

Style: Interwar: Arts & Crafts

Graded as: Nil

Constructed: 1923

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

A review of this place in 2018 found that it does not meet the threshold of local significance, as there are better comparative examples already within the heritage overlay in the City of Port Phillip.

The statement of significance in the 1992 heritage study is:

An intact example of a relatively rare two storey duplex building type, later converted into flats with a bold, exposed stair. The building is designed with a great degree of originality within the Arts and Crafts idiom, distinctive features being the jagged stepped projection of the party wall bisecting a bold gable, and the powerful expression of the porch structure using a double arched motif and massive corner piers. The contrasting clinker and red brick, render and timber shingles are characteristic of the style and contribute to the building's significance.

Since the 1992 assessment the place has been altered and is no longer intact. Changes include a visible rear addition and modifications to the front stairs and because of this it does not meet the threshold of local significance.

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

This duplex was constructed in 1923 by builder H. Real for the owner G. Kitchener. A later building approval suggests the front stairs may have been added or altered in 1926.

References

St Kilda Building Permit (BP) Nos. 5485 issued 10/10/23, and No 6475

Description

-

Comparative analysis

No information.

Assessment

-

Recommendations

2016: Change grading to Nil.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trehowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: House
Other names: -

Citation No:
640



Address: 331 Esplanade East, Port Melbourne

Heritage Precinct: Port Melbourne

Category: Residential: House

Heritage Overlay: HO1

Style: Victorian Italianate

Graded as: Significant

Constructed: 1884

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The house, constructed by 1887 at 331 Esplanade East, Port Melbourne is significant. This small single-storey timber-framed residence is weatherboarded to the sides and rear and has a more formal timber block front in imitation of Ashlar rising to a parapet above the corrugated iron roof. The asymmetric front elevation is built up to the property line, and comprises a projecting wing framed by panelled pilasters to the north, and verandahed recessed bay to the south. A moulded timber cornice supported on paired shaped brackets extends the full width of the elevation, and is terminated at each end by console brackets. The single sash window to the projecting wing and the verandah, and the front door, have moulded timber architraves. The verandah has Edwardian style turned timber posts and fretwork valence, with closely spaced wide and narrow balusters to the fence and gate

Non-original alterations and additions and the front fence are not significant.

How is it significant?

The house at 331 Esplanade East, Port Melbourne of local representative and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is significant as a fine and well detailed example of a late Victorian Italianate house constructed of timber. The asymmetric front elevation is characteristic and this house is notable for degree of architectural elaboration, external intactness, and construction on the property line. (Criteria D & E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill

History

Contextual history

Sandridge (Port Melbourne), St. Kilda and Emerald Hill were geographically discrete townships during the 1860s, each with its own character and purpose and interlinked by the railway system of the Melbourne and Hobsons Bay United Railway Co. Whereas Sandridge was the port town and St. Kilda the resort, Emerald Hill was the suburban retreat for what the Victorians called the commercial classes. The 1861 census vividly demonstrated this circumstance. U'Ren and Turnbull write that the decades between 1860 and 1890 were perhaps the most decisive in Port Melbourne's history. The population had increased sevenfold from 3,351 in 1861 before beginning a long and steady decline (PPHR 2018:27-29).

House, 331 Esplanade East

The development of Port Melbourne in the nineteenth century was constrained by a body of shallow water known as the lagoon that extended inland from the shoreline as far as present-day Raglan Street. Even today, the memory of the lagoon is recalled by the irregular configuration of Esplanade West and Esplanade East and by the Lagoon reserve and adjacent Edwards Park. Filling of the northern end of the lagoon, beyond Bridge Street, commenced in 1876. Though the progress of the works was slow, development of the reclaimed land began soon after (Turnbull & U'Ren 1983:276).

The land on the west side of Esplanade East north of Spring Street was offered for sale in 1884. Thomas Smith purchased Allotment 5 in February 1884. Subsequently, this property was combined with lots 5 and 6 and re-subdivided to create a series of properties facing Raglan Street, as well as a rear right-of-way and the narrow triangular lot that is now 331 Esplanade West (Radcliffe).

It appears that this house was constructed by 1887 for Warren Thomas, a labourer of Port Melbourne. In the rate book for that year it is described as a five-roomed wooden house, which was vacant (RB). By 1897, when it was owned by Irwin W. Brinton and occupied by John Mackay, it was numbered as 331 (RB).

References

Port Phillip Heritage Review (PPHR), Volume I, Version 27 2018

Port Melbourne Rate Books (RB) 1887, no. in rate 2159, 24 January 1891 (2328), 22 January 1895 (2318), 9 February 1897 (161)

Radcliffe, David, Research report in relation to Citation 640 – 331 Esplanade East, 23 January 2019

Turnbull, N. and U'Ren, N., *A History of Port Melbourne*, 1983

Description

This small single-storey timber-framed residence is weatherboarded to the sides and rear and has a more formal timber block front in imitation of Ashlar rising to a parapet above the corrugated iron roof. The asymmetric front elevation is built up to the property line, and comprises a projecting wing framed by panelled pilasters to the north, and verandahed recessed bay to the south. A moulded timber cornice supported on paired shaped brackets extends the full width of the elevation, and is terminated at each end by console brackets. The single sash window to the projecting wing and the verandah, and the front door, have moulded timber architraves. The verandah has Edwardian style turned timber posts and fretwork valence, with closely spaced wide and narrow balusters to the fence and gate.

Comparative analysis

This small house is unusual for its asymmetric front elevation and its relatively elaborate treatment. It is comparable in form to the house at 222 Moray Street, South Melbourne (c. 1860), which has a mock timber block front in imitation of ashlar, with projecting wings to each side of a recessed front verandah. Unlike 331 Esplanade East, the projecting wings are gabled. The degree of elaboration of the front elevation of this house, with pilasters and bracketed cornice, appears to be unequalled among small timber houses in Port Melbourne.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

2016: Retain in the HOI Port Melbourne precinct as a Significant place

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, Vol. 4, 1995

City of Port Phillip Heritage Review

Place name: Swallow & Ariell Complex
(former)

Citation Nos:
684 & 712

Other names: -



Address: 241-265 Rouse Street, 1-53
Stokes Street, Port Melbourne

Heritage Precinct: None

Category: Manufacturing and processing:
Factory

Heritage Overlay: HO244

Graded as: Significant

Style: Victorian Regency, Federation
Freestyle

Victorian Heritage Register: Yes, H0567

Constructed: 1858, c.1870, c.1880, 1888,
1911

Designer: Thomas McPherson Taylor
(1858), Frederick Williams
(c.1880), Cecil Gordon McCrae
(1911)

Amendment: C29, C161

Comment: Revised citation

Significance

The former Swallow & Ariell complex is included on the Victorian Heritage Register (H0567) as a place of State significance. Please refer to the VHR citation for the statement of significance. The local statement of significance is as follows:

The 1858, c. 1870 and 1888 buildings are of state significance. These buildings comprise the core nineteenth century buildings on the Swallow and Ariell site. Swallow and Ariell were the largest biscuit manufacturer in Victoria from the late 1860s until the 1950s, and the successive buildings on the site demonstrate the physical growth of the company in that period. Although the buildings were constructed over a thirty year period, they are stylistically remarkably consistent and form an exceptionally large unified streetscape group.

The c. 1880 and 1911 Buildings are of state significance. The 1880 Building is an integral part of the principal nineteenth century buildings facing Rouse and Stokes Streets which comprise the core buildings on the Swallow and Ariell site. Swallow and Ariell were the largest biscuit manufacturer in Victoria from the late 1860s until the 1950s, and the successive buildings on the site demonstrate the physical growth of the company in that period. The c. 1880 Building is stylistically consistent with the earlier buildings. The 1911 Building is representative of early twentieth

century commercial architecture, while remaining sympathetic to the earlier buildings. As a whole, the buildings form an exceptionally large unified streetscape group.

Thematic context

Victoria's framework of historical themes

5. Building Victoria's industries and workforce: 5.2 Developing a manufacturing capacity

Port Phillip thematic environmental history

4. Industry: 4.1 Sandridge, 4.5 Growth and prosperity

History

The land on which the Swallow and Ariell factory stands occupies various allotments in Section 12 of the original Port Melbourne survey]. Those buildings of concern here occupy allotments 1 and 10 - 15. The original purchasers from the Crown are indicated on the 1860 map of Sandridge. The Swallow and Ariell Steam Biscuit Manufactory was established in 1854 by Thomas Swallow who rented premises opposite the present building (1) He began his business as a maker of ships' biscuits.

In 1858 the first section of the factory was commenced, and this was the three storey section on the south west corner of Stokes and Rouse Street. This building was designed by architect Thomas McPherson Taylor (2). The building consists of three floors and a cellar with an iron roof. The original ground floor doors and windows have been subsequently rendered over providing a blank facade to the street. It was described in the rate books of 1859 - 60 as 'Thomas Swallow, owner, brick, tin roof, cellar, bakery, 3 floors: and dwelling house 6 rooms, yard and stable £234' (3). The adjoining two storey wings along Stokes and Rouse Street were constructed in several stages. In 1862, allotment 14 was acquired by Swallow and Ariell, but the first section of the existing wing was not erected until 1865. The 1864-65 rate book lists '... Thomas Swallow, Thomas Harris Ariell' owners/occupants, '6 room brick manufactory, 4 floors, steam power and land 72 yards x 36 yards with sheds 55 yards by 72 yards. Brick bakery, stables, workshops and building erecting 82 ft x 106 ft £360' (4).

In 1870 land was acquired in allotment 15 and the wing was extended to the existing break in the first floor facade (originally a gateway). The section to the north of this break was constructed probably in the early 1880s, despite the fact that the land on which this section stands was in possession of Swallow and Ariell in 1877 (5).

The facade facing Stokes Street consists of three buildings. The first section was extended from the original factory during the 1870s, the second was acquired from John Burley Morton in 1876 at which time it was used as a malthouse. The third section was built in 1888 to the design of Frederick Williams (6). The facade of the second section was altered to match the existing section. The factory extended considerably after the 1880s. A building designed by Cecil Gordon McCrae was erected in Stokes Street in 1911, and buildings were acquired and erected along Beach Street and Railway Place (7).

In addition, brick offices were erected in 1884-85 opposite the original section of the factory (see 60 Stokes Street).

In the late 1990s the complex was redeveloped for residential use. The 1922 and 1937 buildings facing Beach Street and the 1952 building in Princes Street were all demolished and replaced with the present buildings. The nineteenth and early twentieth century buildings along Rouse and Stokes streets were retained and adapted for residential use.

References

1. P. Farries, 'The Buildings of Swallow and Ariell at Port Melbourne'. B. Arch, University of Melbourne, 1965.
2. I. and R. Coleman. 'Conservation Plan for the Swallow and Ariell Site, Port Melbourne'. p. 10.
3. Borough of Sandridge rate books. 1859-60.
4. Borough of Sandridge rate books. 1864-65.
5. Illustrated in H. Mortimer Franklyn. 'A Glance at Australia in 1880', pp. 278-281 with advertisement p. XXXVIII.
6. I. and R. Coleman. op. cit. p.11.
7. Records of these later buildings are held at the University of Melbourne Archives.

Description

NOTE: the following description was prepared prior to the redevelopment of the complex in c.1998.

Rouse Street

The range of buildings along the Rouse Street side of the Swallow and Ariell site, although constructed at various dates between 1858 and 1888, presents a unified appearance with identical three storey pavilions terminating each end of the two storey centre buildings. The buildings all employ a consistent nineteenth century classical idiom typical of industrial and warehouse buildings.

The original three storey 1858 building, located at the corner of Rouse and Stokes Streets, has rendered masonry walls above a bluestone plinth with rusticated corner quoins and string courses at each floor level. Above the cornice on each principal elevation is a small decorative pediment. The windows have been built up at ground floor level and have moulded architrave surrounds to first and second floor. The 1888 building, at the opposite end on the corner of Princes Street, is virtually identical on the Rouse Street elevation to the 1858 building. It retains the ground floor windows except where a later roller door has been inserted near the corner.

The Princes Street elevation is similar in style, with string courses, cornice and quoins, but differs in the details of the fenestration. The elevation has three bays with the centre bay projecting slightly and supporting a curved pediment. This elevation is substantially intact apart from the infilling of the centre doorway. The two storey buildings to the centre of the Rouse Street block comprise the c. 1870 extension to the 1858 building to the east and the west section which was probably built as part of the 1888 building. The two buildings are divided by a lane opening, but otherwise are symmetrical with regularly spaced bays divided by narrow pilasters. The elevation maintains the style of the 1858 building in the detailing of the windows, string courses and cornice.

Stokes Street

The buildings along the Stokes Street side of the Swallow and Ariell site were constructed at various dates, and originally comprised the original 1858 building on the corner of Rouse Street (see above), the c.1880 Stokes Street wing, the 1911 building, and the side of the 1922 building facing Beach Street (now demolished). All these buildings, except for the 1858 corner block, are/were of two storeys.

The c.1880 building originally was virtually identical to the c.1870 Rouse Street wing, and similar in style to the 1858 building. The elevation is divided into bays by widely spaced thin pilasters with a narrower centre bay surmounted by a curved pediment. There is a string course at first floor level and a cornice at roof level. The windows have moulded architrave surrounds matching those on the 1858 building. The elevation has been altered at ground floor level by construction of vehicle access openings to the south and alteration of some window openings.

The 1911 Building is designed in a Federation Freestyle interpretation of the Classical style of the earlier buildings. The building is three bays wide and has the same cornice height as the c.1880 Building. The entrance doorway and upper floor window in the projecting centre bay have round-headed stepped openings with large keystones. The cornice is curved to form a hood over the upper floor window. The ground floor windows to each side are square-headed and the first floor windows are arched. The parapet is raised above the centre bay and has ball finials.

As part of the residential redevelopment a rendered Swallow & Ariell sign originally on the Princes Street side has been relocated immediately to the south of the 1911 building above the car park entry.

Comparative analysis

The other large biscuit manufacturers in Victoria in the nineteenth century were T.B. Guest and Co and A.F. Brockhoff and Co. Guest and Co. and Brockhoff and Co. both relocated from their original West Melbourne sites to adjoining sites in the existing Laurens and Munster Street, North Melbourne industrial complex. Of these buildings, mostly dating from the late 1880s and 1890s and considerably later than the Port Melbourne buildings, the main Guest and Co. building and the Thomas Brunton flour mill building stand out for their scale and architectural qualities. Both four storey buildings four bays wide, with bichrome face brick elevations, they are comparable in form with the 1858 Swallow and Ariell building, but are of simpler and more industrial architectural character. The adjoining buildings on the complex, including the former Brockhoff and Co. building, are of diverse form and appearance and some have been significantly altered. As a whole, the site lacks the architectural cohesion of the Rouse and Stokes Streets elevations of the Swallow and Ariell buildings.

Other large nineteenth century industrial complexes in Melbourne include the former Australasian Sugar Refining Company and Robert Harper starch factory complex, Beach Street, Port Melbourne (q.v.), the former Yorkshire Brewery, Wellington Street, Collingwood (from 1876), the former Victoria Brewery, Victoria Parade, East Melbourne (established 1854), the former Kimpton's Flour Mill, Elizabeth Street, Kensington and the Joshua Bros (now CSR) sugar refinery, Whitehall Street, Yarraville (established 1873). These complexes, built for quite different industrial processes, generally are of different architectural character, being composed generally of groups of buildings of diverse scale and form.

Assessment

No information.

Recommendations

1998: Victorian Heritage Register, Schedule to the Heritage Overlay in the Port Phillip Planning Scheme

Primary source

Allom Lovell and Associates, *Port Melbourne Conservation Study Review*, Volume 5, 1995

Other studies

Jacobs Lewis Vines, *Port Melbourne Conservation Study*, 1979

Ward, Andrew, *Port Phillip Heritage Review*, Version 1, 1998



Other images



Stokes Street elevation looking north showing (in foreground) original sign relocated from Princes Street

City of Port Phillip Heritage Review

Place name: Free Kindergarten of St Kilda and Balaclava

Citation No:
746

Other names: -



Address: 23 Nelson Street, St Kilda

Heritage Precinct: None

Category: Free Kindergarten

Heritage Overlay: HO214

Style: Interwar Stripped Classical

Graded as: Significant

Constructed: 1925

Victorian Heritage Register: No

Designer: Alec S. Eggleston & Best Overend

Amendment: C32, C161

Comment: Revised citation

Significance

What is significant?

The Free Kindergarten of St Kilda and Balaclava, designed by Alec S. Eggleston and Best Overend and opened in 1925, at 23 Nelson Street, St Kilda is significant. It is a gabled hall with a brick front, built up the footpath. The brick front has a cement parapet with a triangular pediment with 'Free Kindergarten of St Kilda and Balaclava' in raised letters. The main façade is symmetrically arranged and contains four tall double hung sash windows with six pane upper sashes. To the right of the windows is the deeply recessed entrance, which retains its original timber door with toplight, and the window at the opposite end is slightly recessed to reinforce the symmetry. Beneath one of the windows is the foundation stone. On the right side and set back from the main façade is a projecting room with the same window as in the main façade. There is one tall brick chimney. Other original details include the metal vent covers.

Within the side yard is a very large Pepper Tree (*Schinus molle var. areira*).

Non-original alterations and additions to the building are not significant.

How is it significant?

The Free Kindergarten of St Kilda and Balaclava and the Pepper Tree are of local historic, social and architectural significance to the City of Port Phillip.

Why is it significant?

The building is of historic and social significance as the oldest example in the City of Port Phillip and is associated with the significant growth of the free kindergarten movement during the interwar period. (Criteria A & B)

The building is of architectural significance as a fine and intact example of an early Free Kindergarten. (Criteria D)

The Pepper Tree is significant as a very early specimen, which is associated with the early residential development of this area. (Criterion A)

Thematic context

Victoria's framework of historical themes

8. Building community life: 8.2 Educating people, 8.4 Forming community organisations

Port Phillip thematic environmental history

6. Education: 6.3 Other schools

History

The modern system of pre-school education in Victoria is essentially a twentieth century phenomenon, which traces its origins back to the Free Kindergarten movement of the early 1900s. The movement was driven by philanthropic women who recognized the need for free early childhood education, particularly for the poor. Victoria's first free kindergarten opened at Burnley in 1906 and the formation of the Free Kindergarten Union (FKU) in 1909 led to the establishment of several new centres across Melbourne. In 1910, alone, four new centres opened at Fitzroy, central Melbourne, South Melbourne and Prahran (Built Heritage 2010:15).

The first free kindergartens occupied existing buildings, as few communities could afford to erect their own premises and this established a tradition of temporary accommodation in church halls and other buildings. Victoria's first purpose-built kindergarten was the Lady Northcote Free Kindergarten, opened in 1912, but it was not until the 1920s that other purpose-built centres were established in Melbourne. From 1922 to 1925 at least six new purpose-built kindergartens opened in Melbourne and by the mid-1920s there were more than twenty across the metropolitan area. By 1939 this number had increased to thirty (Built Heritage 2010:15).

In the City of Port Phillip the Lady Northcote Free Kindergarten was the first to be established. The kindergarten commenced in a hall in Port Melbourne, before moving to a purpose-built centre in Buckhurst Street, South Melbourne. Opened in February 1912, this was, as noted above, the first free kindergarten constructed in Victoria. The land for the building was donated by the vestry of St Barnabas Church, and the kindergarten was supported by 'ladies of Toorak' who, upon finding there was no need of one in their own district, 'turned their attention to a less prosperous suburb' (*The Australasian*, 23 September 1911, p.50; *The Argus* 10 February 1912, p.20).

The St Kilda Free Kindergarten was established in 1911 following a meeting of local citizens, including the clergy of all denominations, held at 'Monkstadt', the residence of Mrs. Frank Grey Smith. It was intended that the kindergarten would serve the 'poor and crowded parts of St Kilda' in which Balaclava was included (*Malvern Standard*, 1 July 1911, p.3). The chairman at the meeting described St Kilda as being a 'composite city':

On the side it had perhaps more advantages than many of the suburbs, and the same time one could find squalid byways close to its fine highways. It was for the residents of these overcrowded and congested parts that the kindergarten was specially needed.

After the initial meeting a committee of 27 women was set up to oversee the foundation of a kindergarten, which opened in September 1911 in the Australian Natives Association (ANA) Hall in Blanche Street, St Kilda. It was affiliated with the FKU, which provided grants for maintenance and toward the purchase of a piano. In February 1912 the centre moved to four rooms in a building in Inkerman Street, a position that was considered more central and in a 'poorer district'. It also provided additional space and a large garden (*The Prahran Telegraph*, 29 June 1912, p.3).

In 1916 the committee purchased a building on the present site in Nelson Street and a Bazaar was held at the new premises in October of that year to raise funds and attract interest from parents of children who might attend (*The Australasian*, 21 October 1916, p.36). The building, however, was too small and planning soon began to expand the premises. A building fund was commenced and eventually sufficient funds were raised to commence building in January 1925.

The new kindergarten building was opened in December 1925 in the presence of a large crowd. The Mayor of St Kilda, Cr. George Cummings, performed the opening ceremony in lieu of Countess of Stradbroke. Others in attendance included Mrs. T. a'Beckett (president of the FKU), Mr. Levey (representing the Felton Bequest), Mr. F.W. Eggleston and Miss N.C. Weigall (hon. secretary of the kindergarten). Alec S. Eggleston and Best Overend were the honorary architects. The building cost was £4,000 (*Prahran Telegraph*, 4 December 1925, p.6).

The kindergarten comprised a main hall, two classrooms, a director's room, kitchen, cloakroom and a babies room, whilst at the rear there was a staircase leading to a second storey where a room was set aside for voluntary helpers and there was a flat for the caretaker. At the time of opening, 80 children attended the kindergarten and this was expected to increase to 100 in the following year. The kindergarten was under the supervision of a Miss Harcourt with two assistants and 23 voluntary helpers (*Prahran Telegraph*, 4 December 1925, p.6).

References

Built Heritage, *Survey of post-war built heritage in Victoria. Stage Two: Assessment of community and administrative facilities*, 2010

Description

This is a gabled hall with a brick front, built up the footpath. The brick front has a cement parapet with a triangular pediment with 'Free Kindergarten of St Kilda and Balaclava' in raised letters. The main façade is symmetrically arranged and contains four tall double hung sash windows with six pane upper sashes. To the right of the windows is the deeply recessed entrance, which retains its original timber door with toplight, and the window at the opposite end is slightly recessed to reinforce the symmetry. Beneath one of the windows is the foundation stone. On the right side and set back from the main façade is a projecting room with the same window. There is one tall brick chimney. Other original details include the metal vent covers.

Within the former playground is a very large Pepper Tree (*Schinus molle var. areira*). This appears to be over 100 years old and so pre-dates the building of the kindergarten. Other trees including a Lemon-scented Gum, a Casuarina and Blue Gum are more recent (c.1970s-2000s) plantings.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

Retain in heritage overlay.

Primary source

Helms, David, *Port Phillip Heritage Review Update, 2016*

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study, Volume 3, 1992*

Other images



City of Port Phillip Heritage Review

Place name: Broadway Theatre (former)
Other names: Broadway Cinema

Citation No:
768



Address: 143-149 Ormond Road, Elwood

Category: Recreation and entertainment:
Cinema

Style: Federation/Edwardian: Free
Classical

Constructed: 1919, 1930

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct: Elwood: Glen Huntly
Road & Ormond Road

Heritage Overlay: HO8

Graded as: Significant

Victorian Heritage Register: No

Significance

Formerly the Broadway Theatre this hall has been a prominent social venue since it was opened in 1919. Architecturally it is most notable for its exquisite and elaborately detailed neo-classical plaster work on its first floor facade.

Thematic context

Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

The Broadway Theatre was opened in 1919. It was constructed by R.G. McCartney, who was also the owner of the property. Additions including a new roof structure and ceiling were made in 1930.

The cinema was originally leased by Westgarth Theatre and later owned by Consolidated Theatres who also operated the Kinema, Albert Park and the Victoria, Richmond. From 1961 to 1995 the building was used for receptions and as a nightclub. It was converted to residential apartments in 1996.

References

St Kilda Council building permit records Nos. 3881 dated 16 May 1919, No. 7704 dated 27 February 1930

Description

-.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

Primary source

David Bick in conjunction with Wilson Sayer Core Pty. Ltd., *St. Kilda Conservation Study Area 2*, Volume 1, 1984

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

Other images

-

City of Port Phillip Heritage Review

Place name: House
Other names:

Citation No:
775



Address: 1/315 & 2/315 Orrong Road,
St Kilda East

Heritage Precinct: None

Category: Residential: House/duplex

Heritage Overlay: None

Style: Interwar Arts & Crafts

Graded as: Contributory outside HO

Constructed: c.1919 & 1935

Victorian Heritage Register: No

Designer: M. Sherlock

Amendment: C161

Comment: Revised citation

Significance

A review of this place in 2016 found that it does not meet the threshold of local significance, as there are better comparative examples already within the heritage overlay in the City of Port Phillip.

The statement of significance in the 1992 heritage study is:

A relatively understated but nevertheless significant house by the important local designer/builder M. Sherlock. It features an interesting assemblage of columned porches, bay windows and a self contained flat addition along its Dean Ave side. The flat, designed by Sherlock sixteen years after the main house, is in a style similar to the original and substantially enhances the character and individuality of the building. The elevations have unfortunately been painted, reducing the effect of the various external materials and finishes.

This house is a typical, but not outstanding example of an interwar house of which there are many already in the HO either individually or as part of precincts (nearby examples include 285 Orrong Road, HO222 and 311 Orrong Road, HO223). While some elements such as the flat side porch are unusual, they do not elevate the house to the threshold of local significance. The added flat is not a particularly distinctive element and doesn't substantially add to the significance of the place.

Thematic context

-

History

This house with attached flat was built in two stages by local builder/designer Matthew Sherlock. The front section comprising the house was constructed in 1919 for the original owner, Mrs Wroat, with the rear attached flat added in 1935 for then owner, F. Booth (BP).

References

St Kilda Building Permit (BP) No.9116

Description

No information.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

No action required.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

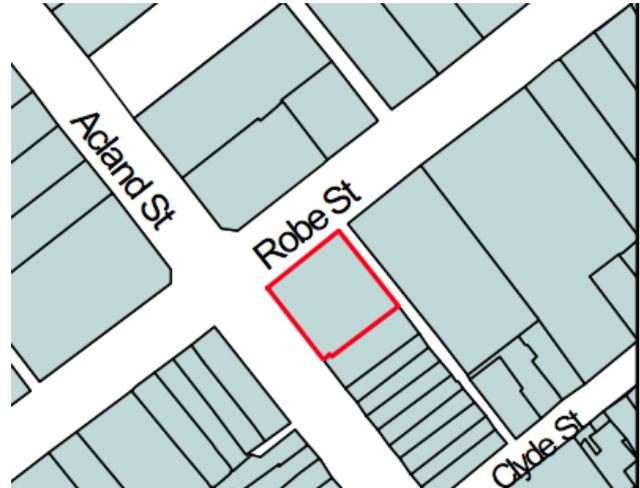
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: Flats
Other names: House

Citation No:
791



Address: 15 Robe Street, St Kilda

Heritage Precinct: St Kilda Hill

Category: Residential: Duplex, House

Heritage Overlay: HO5

Style: Interwar: Stripped Classical

Graded as: Significant

Constructed: c.1880, c.1924

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The house (former duplex) at 15 Robe Street, St Kilda is significant. This building was constructed in the 19th Century as a single storey house and was altered and extended in the 1920s to create a two storey duplex with an external staircase at the corner. At the same time a detached garage was built at the rear. The building has a hipped tile roof and plain rendered walls. The walls at the ground floor are divided into bays by pilasters with abstracted capitals and there are niches in the stairway balustrade, the parapets above the bay window and the garage and in each side of the rendered chimneys. Otherwise the building is devoid of decoration giving it an austere box-like appearance and this effect can be heightened by the external louvered timber shutters that slide across closing off the windows. Traces of the Victorian house can be seen in arched windows in the three-sided bay and on the Acland Street side, the bluestone plinth and the recessed entrance with a Victorian front door with arched toplight. It is remarkably intact, and retains the original unpainted render finish and what appears to be an early colour scheme to the windows.

Post-1945 alterations and additions and the front fence are not significant.

How is it significant?

The house and former duplex at 15 Robe Street, St Kilda is of local architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is significant as a representative example of the conversion of a Victorian villa into a two storey duplex, which is a distinctive St Kilda building type. It is distinguished by the high degree of intactness, most notably the facades, which retain the original unpainted render and the plain appearance with minimal decoration. The sliding shutter system providing shade to the windows on the main facades is an unusual feature and, when closed, these shutters enhance the building's austere box-like form. (Criteria D & E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Higher density living in St Kilda

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahlan Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. I, pp.34-5)

St Kilda experienced phenomenal growth of flats during the 1920s and 1930s. In 1920 there were 527 purpose-built flats in 92 blocks in St Kilda. By 1925 this had increased by over 50% to 884 flats in 164

blocks, the numbers boosted by large complexes such as 43-flat 'Ardoch Mansions' complex in Dandenong Road. The numbers of flats then almost doubled to 1,679 in over 300 blocks between 1925 and 1930 and by 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks. A further 2,000 flats were added by 1940; however, the onset of World War II slowed development. Nonetheless, by 1947 St Kilda contained 5,500 purpose-built flats, a quarter of all flats in Melbourne (O'Hanlon 1999:182, 196-198).

15 Robe Street

The 1873 Vardy Plan of this area shows that this property was vacant and it appears a house was first constructed c.1880 for Joshua Cushing (SM). The 1897 MMBW plans shows that it was an asymmetrical villa that faced toward Robe Street with a three sided bay window and return verandah. By this time the occupant was Henry Jarrett (MMBW, SM).

It appears that this remained a single residence until about 1924 when the owner L.L. Davies obtained a permit for 'B. Add' (BP). L.L. Davies was still the only resident listed in the 1930 Directory, but by 1935 there were two occupants: Roy Michaelis in 15 and L.L. Davies in 15A (SM).

Around 2008 the property was sold and the building was converted to a single residence.

References

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan No. 1369, dated 1897

O'Hanlon, Seamus, 'Home together, Home apart: Boarding house, hostel and flat life in Melbourne c.1900-1940', PhD Thesis, History Department, Monash University

'Plan of the Borough of St Kilda Surveyed and Compiled under the direction of the Borough Council by J.E.S. Vardy', 1873 (West Ward, Map 8)

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Sands & McDougall Directory (SM), 1925-1940

St Kilda Building Permit (BP) No.5767, issued 25 June 1924

Sawyer, Terry, (1982) 'Residential flats in Melbourne: the development of a building type to 1950', Honours thesis, Faculty of Architecture, Building and Planning, The University of Melbourne

Description

This building was constructed in the 19th Century as a single storey house and was altered and extended in the 1920s to create a two storey duplex with an external staircase at the corner. At the same time a detached garage was built at the rear. The building has a hipped tile roof and plain rendered walls. The walls at the ground floor are divided into bays by pilasters with abstracted capitals and there are niches in the stairway balustrade, the parapets above the bay window and the garage and in each side of the rendered chimneys. Otherwise the building is devoid of decoration giving it an austere box-life appearance and this effect can be heightened by the external louvered timber shutters that slide across closing off the windows. Traces of the Victorian house can be seen in arched windows in the three-sided bay and on the Acland Street side, the bluestone plinth and the recessed entrance with a Victorian front door and arched toplight. It is remarkably intact, and retains the original unpainted render finish and what appears to be an early colour scheme to the windows. Changes include the glazing in of the ground floor sunroom and part of the first floor balcony.

The c.2008 renovation did not dramatically change the external appearance of the house or garage, apart from the modification/removal of the lower part of the external staircase and the removal of some of the non-original glazing to the first floor balcony. A sympathetic metal front fence was installed along the boundaries to Acland and Robe streets.

Comparative analysis

As a nineteenth century house converted to a duplex in the early twentieth century, 15 Robe Street is representative of a distinctive St Kilda building type. 'Conversions' were among the earliest flat types to emerge in Port Phillip and according to Sawyer (1982:61) the poor quality of some brought flats 'into disrepute'. Sawyer cites a 1923 *Australian Home Builder* article that was highly critical of the practice:

Take any old house, dress up the front with a coat of roughcast and an outside staircase; insert a bathroom and lavatory somewhere on the upper floors, also a stove and a sink. If there is room at the back, add a back verandah – platform rather – to the upper floor...

However, at the other end of the scale there were also a number of conversions of exceptional quality such as the 1911 transformation of the former *Cliveden* in East Melbourne into *Cliveden Mansion Flats*. Many of these transformative conversions were designed by architects.

Port Phillip has examples of both types of conversions. One of the earliest examples of a terrace row conversion is 'Marli Place', 3-7 The Esplanade, St Kilda, which was converted to flats around 1911 (Significant within HO5). This is an example of a basic conversion with prominent external staircases being the most visible change. Otherwise the terrace largely retains its mid-Victorian character.

Examples of more sophisticated architect-designed conversions include 'Grosvenor Mansions' (1919, plans prepared by Howard R. Lawson) at 74-88 William Street, Balaclava (Individually Significant within HO7) and the nearby 'Carnong Courts' (1926, plans prepared by A & K Henderson) at 29-33 Robe Street, St Kilda (Individually Significant within HO5). Both have Arts & Crafts detailing, and 'Carnong Court' is notable for the arrangement of semi-enclosed stairwell towers at the front of the building as an integral and distinctive part of the design.

The former duplex at 15 Robe Street is a representative example of the conversion type where the original structure has been almost completely enveloped. It is distinguished by the high degree of intactness, most notably the facades, which retain the original unpainted render and the plain appearance with minimal decoration. The sliding shutter system providing shade to the windows on the main facades is an unusual feature and, when closed, these shutters enhance the building's austere box-like form.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain as a Significant place in the HO5 St Kilda Hill Heritage Precinct.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

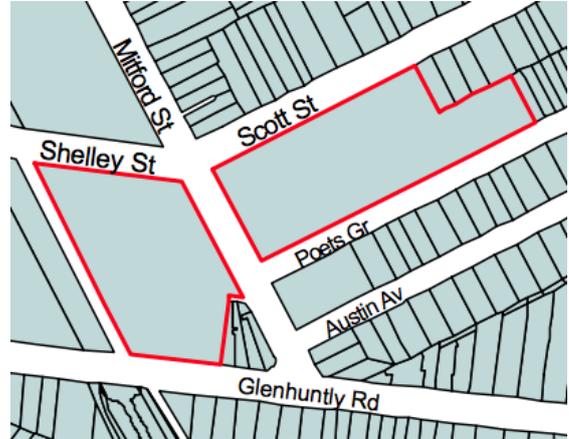
Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992



City of Port Phillip Heritage Review

Place name: Elwood Central School No.3942
Other names: Elwood Primary School

Citation No:
801



Address: 49 Scott Street & 161 Mitford Street, Elwood

Heritage Precinct: None

Category: School (State)

Heritage Overlay: HO260

Style: Interwar Free Classical

Graded as: Significant

Constructed: 1916-17 & 1926

Victorian Heritage Register: No

Designer: Public Works Department, G.E. Greenwood, E. Evan Smith

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The former Elwood Central School No. 3942, now Elwood Primary School, at 49 Scott Street and 161 Mitford Street, Elwood, is significant. The 1916-17 school building faces Scott Street. U-shaped in plan around a central courtyard the symmetrical form of the building is given emphasis by the massiveness of the end pavilions with their minimal window openings and exaggerated classical motifs with parapets that project through the eaves, and the contrast of render and fine red brick surfaces. The building is largely intact: minor additions have been made at the north-east end. The 1926 infants' school, situated on the west side of the now closed section of Mitford Street, has a Classical-style symmetrical façade featuring rendered parapetted walls with banded piers and a projecting porch with an ox-bow parapet and an arched opening with a large keystone. Behind the entrance foyer and anterooms is the central gabled hall with attached classroom wings with hipped roofs. The roofs of the hall and classroom are clad in terracotta tile and have walls of brick with a rendered band under the eaves, and tall multi-paned windows in singles and pairs. The tall square chimneys are rendered with brick capping. Other early buildings include some timber, skillion roof shelter sheds that probably date from the mid-twentieth century.

The school grounds also contain some mature trees including the large tree (Lilly Pilly?) within the courtyard of the 1917 school, the pairs of Italian Cypresses (*Cupressus sempervirens*) that flank the front entrances in the east wing of the 1917 school and the porch of the 1926 school, and the line of Planes that define the now closed section of Mitford Street.

Non-original alterations and additions to the 1917 and 1926 schools and other buildings on the site are not significant.

How is it significant?

The Elwood Primary School is of local historic, architectural, aesthetic and social significance to the City of Port Phillip.

Why is it significant?

It is historically significant for its associations with the massive expansion of State education during the early twentieth century and also demonstrates the growth of Elwood during the same time. (Criterion A)

It is architecturally significant as a fine and intact example of an early twentieth century school complex. The multi-level courtyard plan of the 1917 school and the plan of former infants' school comprising a central hall with attached classrooms demonstrate the philosophy and development of State school design after 1901. Both buildings are also notable for their fine Classical detailing, which is a defining characteristic of Edwardian and interwar schools. The setting of the buildings is also enhanced by the mature trees. (Criteria D & E)

It has social significance as a school that has been used continuously for almost 100 years. (Criterion G).

Thematic context

Victoria's framework of historical themes

8. Building community life: 8.2 Educating people

Port Phillip thematic environmental history

6. Education: 6.2 Government intervention

History

Schools in Port Phillip 1872 to 1901

The following is an edited extract from section 5.6.2 of the Port Phillip Environmental History:

In 1858, a St. Kilda resident and MLA, Archibald Michie, introduced an Education Bill to abolish aid to churches and to establish a national system. The Bill was lost by a single vote in the Legislative Council and the debate continued, eventually leading to the Common Schools Act in June, 1862. It created one Board and basically combined the elements of the two earlier systems. The greatest change however took place on 17.12.1872 when the Education Act became law. Its provisions were for education to be secular, compulsory to the age of fifteen and free in the basic subjects. An Education Department was created to administer the schools which began opening from 13.1.1873. Victorian children entered a new era of opportunity and enrolments increased immediately. The new minister for Education, James Wilberforce Stephen presided over the construction of larger complexes designed by his department's own architectural branch headed by Henry Robert Bastow, architect and civil engineer formerly with the Railways Department. A competition for the design of the larger schools was held in mid 1873 and led to the construction of the Emerald Hill (Albert Park no.1181) school in 1874. It was designed by M. Schneider on two floors with accommodation for one thousand scholars. Charles Webb, one of the adjudicators, also received a commission to design the Emerald Hill (South Melbourne no.1253) school which was opened in July, 1873 but it was not until 1881 that the premises built by James Treeby were completed.

New schools were also opened at Sandridge (Nott street no.1427) and Brighton Road, St. Kilda (no.1479), the latter being designed by Bastow and accommodating 614 scholars. It was opened in January, 1875. All of the new schools were overcrowded from the outset. The department leased former Common School buildings and other premises including church buildings, the Mechanics Institute at Emerald Hill, the Orderly Room at the Army Barracks, also at Emerald Hill and the St. Kilda town hall at various times.

Additional schools were opened as the late Victorian boom period progressed with its associated population explosion. Port Melbourne (Graham Street) was opened as an annex of Nott Street along with St. Kilda (Fitzroy Street). Four new schools were opened in South Melbourne at Eastern Road, City Road, Mills Street and Montague Street.

Schools in the early twentieth century

The onset of the economic depression in the early 1890s brought school building to a halt for almost a decade. From 1885 to 1901 most school building work was confined to additions and relocations, and from 1894 to 1899 no new schools were built (Peterson 1993:5). Consequently, by the early 1900s there was a backlog of school buildings and in 1902 when Frank Tate was appointed Director of Education he reported an 'appalling heritage' of buildings deteriorating in a 'discreditable state' since the early 1890s. To redress the shortage Tate oversaw another ambitious building program and in the period until 1920, 650 new schools were built. According to Peterson (1993:11) in 1908 alone 44 new schools were built, but the peak of building was in 1915, which was surpassed only in 1921-25 when 248 country and 27 city schools were built.

Elwood Primary School

Elwood, situated on the low-lying land to the south of the St Kilda hill became attractive as potential residential land given its proximity with St. Kilda and the City during the first decade of this century. The filling of the swamp, the re-alignment of the Elster Creek and its transformation into the Elwood canal was virtually complete by 1905 and it remained for the Victorian Railways with the ardent support of Thomas Bent, premier, treasurer and minister for railways, to construct an electric tramway linking Elwood and points south with the rail head at St. Kilda, which was opened on 5 May 1906. Major land sales followed in 1908 and 1913 with blocks being provided of a size sufficient for freestanding villas and bungalows. Elwood was an early suburb demonstrating new and more spacious living standards made possible only by the provision of fast electric tramway services. Others beyond the limits of the City of Port Phillip were to follow soon afterwards (PPHR 2015:33)

The completion of the swamp reclamation project in 1910, and the first sales of the reclaimed land three years later, spurred even more intense development in that part of the suburb. Over the next few years, streetscapes of new housing spread along newly-formed Addison Street, Ruskin Street, Meredith Street and Broadway. Commercial development soon followed, with ubiquitous corner shops and others flanking the intersection of Meredith and Addison streets. Elsewhere, modestly- scaled housing estates continued to proliferate. These also developed very swiftly (PPHR 2015:33).

During the 1910s, intense residential settlement in Elwood prompted the expansion of associated infrastructure. The first purpose-built church in Elwood also appeared around this time – a modest timber structure in Mitford Street for the local Methodist congregation, designed in 1910 by prolific ecclesiastical architect Alec Eggleston. It was followed, two years later, by a similarly understated timber building for the Presbyterians in nearby Scott Street, designed by the same architect. More conspicuous brick churches followed in the later teens, with St Bede's Anglican Church in Ormond Road (1916), and a new and larger Methodist church in Mitford Street (1918; demolished). The local Roman Catholic congregation, meanwhile, had acquired a site in the new Normandy Street subdivision in 1914, where they established a denominational school in 1918. A purpose-built church, however, would not be completed for another decade. The Methodists had already operated their own day school in Mitford Street from the early 1910s; however, it was not until 1917 that the first state school opened, on the opposite side of Poet's Grove (PPHR 2015:34)

Elwood Primary School, originally known as Elwood Central State School, was opened in June 1917. The *Prahran Telegraph* described the opening ceremony under the heading of 'Elwood Elated':

Out on the edge of the barren moor which fringes the Elwood Canal, a state school, two storied, and of brick, has arisen, and Elwood on the hill looks down approvingly, and on Thursday afternoon put on its best bit and tucker and sallied forth to take part in the official opening ceremony. The whole of South St. Kilda has grown wonderfully of recent years, and the handsome and commodious building - for it really does look well, with its exceptionally spacious

playground - was much needed. It was built to accommodate 400 pupils, but already there are 530 on the roll. Still here is ample space for additions, and these were contemplated in the original plan, the present structure being little more than one-third of the complete design. It has relieved the Brighton road and Elsternwick State Schools of many of their scholars, possibly 300 or more. (*Prahran Telegraph*, 30 June 1917, p.8)

Present at the opening were the Minister for Education, the Mayor of St Kilda (Cr H.F. Barnet) and several councilors, members of the school committee and local residents. The Mayor presented the school with a Union Jack, which was 'unfurled accompanied by the sound of bugles, the Mayor making a characteristic patriotic speech' (*Prahran Telegraph*).

As Elwood continued to grow additions to the school were soon needed. On 15 December 1926 a new infants' school was opened by the State Attorney-General, Mr. Eggleston, who laid the foundation stone in the presence of the Minister for Education, Sir Alexander Peacock, the Director of Education, Mr. Frank Tate, members of the school committee and local residents (*The Argus*, 16 December 1926, p.9). G.E. Greenwood prepared the plans of the infants' school, acting under the direction of Chief Architect, E. Evan Smith (Burchell, 1999:66).

References

Blake, L.J. (ed.), *Vision and realisation: A centenary history of State education in Victoria*, Volume 3, Melbourne: The Government Printer, 1973

Burchell, Lawrence, *Halls for learning. Infant school architecture in Victoria 1900-1939*, Coburg, 1999

Peterson, Richard, *Historic Government Schools: a comparative study*, Heritage Management Branch, June 1993
'Port Phillip Heritage Review' (PPHR) Volume I, Version 17, September 2015

Description

The Elwood Primary School occupies a large site in Scott Street that now encompasses the southern section of Mitford Street. The 1916-17 school building faces Scott Street. U-shaped in plan around a central courtyard the symmetrical form of the building is given emphasis by the massiveness of the end pavilions with their minimal window openings and exaggerated classical motifs with parapets that project through the eaves, and the contrast of render and fine red brick surfaces. The building is largely intact: minor additions have been made at the north-east end.

The 1926 infants' school, situated on the west side of the now closed section of Mitford Street, has a Classical-style symmetrical façade featuring rendered parapetted walls with banded piers and a projecting porch with an ox-bow parapet and an arched opening with a large keystone. Behind the entrance foyer and anterooms is the central gabled hall with attached classroom wings with hipped roofs. The roofs of the hall and classroom are clad in terracotta tile and have walls of brick with a rendered band under the eaves, and tall multi-paned windows in singles and pairs. The tall square chimneys are rendered with brick capping.

The grounds contain some timber, skillion roof shelter sheds that probably date from the mid-twentieth century.

The school grounds also contain some mature trees including the large tree (Lilly Pilly?) within the courtyard of the 1917 school, the pairs of Italian Cypresses (*Cupressus sempervirens*) that flank the front entrance in the east wing of the 1917 school and the porch of the 1926 school, and the line of Planes (*Platanus sp.*) that define the now closed section of Mitford Street.

Comparative analysis

As noted in the History, almost all of the schools in Port Phillip were established during the nineteenth century and added to in the early twentieth century.



Elwood, opened in 1917 and extended in 1926, is the only school in Port Phillip established within the Edwardian and early interwar period in Port Phillip. Peterson (1993:17-18) identifies three types of schools built during the Edwardian period (1900-1920). They are:

- 7.2 Edwardian: Pavilion infants (1907-15)
- 7.3 Edwardian: Timbered gables (1901-27)
- 7.4 Edwardian: Parapet entrance (1904-27)

Of these, Type 7.4 is relevant to the 1916 building at Elwood. Peterson (1993:17) describes the typical features as:

Red brick with red terra cotta Marseilles tile hip roofs. Occasional half hips. Chimneys with broad roughcast band and mouldings, sides sometimes stepped. Up-draft shaft ventilators. Large windows in pairs to quadruples. Octagonal saucer-shaped fleches and finials. Wavy parapets occasionally project above (and sometimes through) the eaves line, sometimes carrying a name plate lettered similarly to the architectural drawings. Generally, standard sized classrooms off spine corridors. Transitional to Type 8.0. Three main types have been identified: Courtyard, Assembly hall cluster and Anachronistic monumental.

Type 8.0 is 'Classicising'. This is a type that began in about 1926 and continued until 1934 and demonstrates the influence of E. Evan Smith, chief architect from 1922 to 1929). Peterson (1993:18) describes the characteristics as:

Palladian plan (rectangular, U or H shaped). Axial, with symmetry either implied or actual. Use of corridors, courtyards or verandahs, as access. Simple low-pitch hip roofs (occasionally gables facing the street), with Neo-classical parapet over the entry. Often rendered brickwork with dark Marseilles tiled roofs. Verandahs. Emily Macpherson College is the prototype. 6 types have been identified: the courtyard with verandah type, the corridor plan type, the hall type plan, the E-plan type, the two-storey monumental type and the single or double room type.

Elwood Primary School demonstrates the transition from Type 7.4 to Type 8.0. The 1916-17 building facing Scott Street is an example of Type 7.4 with a courtyard plan, while the 1926 infants' school is an example of the Type 8.0 with a hall plan.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Extend HO260 to include 161 Mitford Street and update the HO schedule entry accordingly.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

Other images



City of Port Phillip Heritage Review

Place name: Maisonettes
Other names: Flats

Citation No:
881



Address: 2 Crimea Street, St Kilda

Heritage Precinct: St Kilda East

Category: Residential: Flats

Heritage Overlay: HO6

Style: Postwar: Brutalist

Graded as: Significant

Constructed: 1977-78

Designer: Michol Design

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The maisonettes, designed by Michol Design and constructed in 1976-77, at 2 Crimea Street, St Kilda are significant. The front fence and mature landscaping comprising predominantly native species, laid out in accordance with a plan by Harry Lucy & Associates also contributes to the significance of the place.

Non-original alterations and additions to the place are not significant.

How is it significant?

The maisonettes, front fence and landscaping at 2 Crimea Street, St Kilda are of local aesthetic significance to the City of Port Phillip.

Why is it significant?

It is of aesthetic significance as a distinctive block of townhouses that show the influence of the Brutalist style. This is demonstrated by the distinctive first floor composition consisting of jutting battered walls cantilevered in bays over the ground floor garages to the south, which creates a bold sculptural composition. The setting of the townhouses is complemented by the original front fence and landscaping scheme. (Criterion E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change

History

Higher density living in St Kilda

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahlan Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. I, pp.34-5)

Another boom in flat-building began in the mid-1950s. This was fuelled by population growth and a housing shortage after World War II, changes to building codes and the introduction of company title (and later stratum and strata-title) that enabled flats to be sold individually as 'own your own' units. The scale of flats grew larger; While the nine-level 'Stanhill' flats in Queens Road, designed by Frederick Romberg in 1942 but only completed in 1950, was perhaps the first true 'high-rise' apartment building in Port Phillip (and, at the time, the tallest in Melbourne), the thirteen-storey 'Edgewater Towers', opened in 1961, is credited with popularising the concept of luxury high-rise living in Port Phillip. Between 1961 and 1971 flats increased from 38% to 62% of all dwellings in St Kilda. The boom in flat building saw St Kilda's population increase by 10,000 people at a time when the populations of other inner-city suburbs were declining.

Place history

Crimea Street was created c.1870 and by the end of the nineteenth century was almost fully developed. The 1897 MMBW plan shows this property contained a typical Victorian villa.

The Victorian house on this property was demolished in 1976 and in 1977-78 Riv Nominees constructed this complex of seven maisonettes for Breski Constructions. Michol Design of 442 Springvale Road, Glen Waverley, prepared the plans and consulting engineers were Beauchamp & Huggard. Harry Lucy & Associates, 158 Powlett Street, East Melbourne, designed the landscaping scheme, which included the front fence.

In the 1980s, permits were issued to install garage doors to the open car spaces.

References

Heritage Victoria, 'Assessment of Cultural Heritage Significance & Executive Director recommendation to the Heritage Council. Former Hoyts Cinema Centre', 17 January 2014

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan no.1360, dated 1897

St Kilda Council building permit no.6272 issued 22 December 1976; 9762, issued 4 May 1983

Description

This is block of seven two storey maisonettes that show the influence of the Brutalist style. Distinctive aspects of the design include the first floor composition consisting of jutting battered walls cantilevered in bays over the ground floor garages to the south, and the painted surfaces that contrast with the pale grey rendered surfaces of the first floor battered walls.

Internally, each maisonette on the ground floor has a garage (originally, these were open car ports and the garage doors were added later) with an adjacent open plan living and kitchen area that opens on to a small courtyard. Above, there are two bedrooms (except for the unit at the west end, which has one), each with built-in robes that are expressed externally as the jutting battered walls.

Pedestrian access to the flats is via a path along the north boundary, and car access is via driveway along the south.

The front brick and timber paling fence is original and some of the mature trees and shrubs were planted as part of the approved landscaping scheme. This includes the mature Lemon-scented gum in the north-east corner of the property, as well as Grevilleas, Callistemons and Boronia species.

Comparative analysis

Heritage Victoria (2014) provides the following history of the Brutalist style and its introduction into Victoria:

Architecture of the 1950s and 1960s

A reaction to the abstraction and apparent simplicity of International Modernism emerged in the post-war period, with architects exploring alternative modes. In Australia architects in the early 1960s explored the humanist works of Frank Lloyd Wright and the ideas of Brutalism in different ways. From the early 1960s there was a change in aesthetic preferences, and the slick glass curtain walled buildings of the 1950s, such as the former ICI House at 1 Nicholson Street, East Melbourne by Bates Smart & McCutcheon (1955-58, VHR H786), lost favour. Concrete became the favoured material and the skeletal appearance of 1950s buildings began to give way to solid more modelled forms. This can be seen in a number of city office buildings including the Former BP House (1962-64), Victorian State Offices (1962-68, VHR H1526), National Mutual Life Centre (1965), Former BHP House (1969-72, VHR H1699) and Eagle House (1970-1-71, VHR H1807).

The uniformity of pre-war Modernism was challenged in the 1950s by New Brutalism, a term coined by London architects Peter and Alison Smithson. Built on the work of modern architecture pioneer Le Corbusier, and largely inspired by his design for the *Unité d'Habitation* in Marseilles (1952), this robust architecture became widely accepted around the world. Brutalism incorporated ideas of integrity in expression of materials (especially brick and off-form concrete), structure and function, and often gave rise to dramatic sculptural forms. The term is also closely associated with Le Corbusier's *beton brut*, or concrete in the raw, where the natural state of the material remains when the formwork is removed. The imprint of the construction boards in the final finish was considered an honest use of such a material.

Although the movement was originally European the influence in Australia came more from built works in North America and Japan. The Brutalist movement dominated construction in post-war Japan and the new western thinking led to such innovative architectural designs as the *Hiroshima Peace Centre*, designed in the 1950s by Kenzo Tange, and combining the Le Corbusier style of modernist architecture with the forms of the traditional tombs of the rulers of old Japan. Kenzo Tange's mature works are built of concrete left as rough as possible and used for dramatic effect.

From the 1950s western architects began to realise that traditional Japanese construction had the simplicity, lightness and openness that western architects had been advocating, and began to take an interest in the work of contemporary Japanese architects. The architect and critic Robin Boyd became fascinated by Japanese architecture in the 1960s and was an advocate for an appreciation of the striking concrete buildings of post-war Japan. In 1962 he published a book on the work of Kenzo Tange (and in 1968 *New Directions in Japanese Architecture*). Tange's later works, such as the *Kagawa prefectural office* (1955–58), are notable for restraint of design and the employment of the traditional Japanese aesthetic in modern technical terms.

Brutalism in Australia and Victoria

In the early 1960s in Australia architects tended to draw primarily on the visual attributes of Brutalism. Evidence of the style was at first mainly found in brick buildings (for example the so-called 'Sydney School' houses). Concrete was used but not yet in the form of the *beton brut* with the dramatic forms that characterised much Japanese, European and American architecture of the 1950s. The first example of the use of *beton brut* in Australia was at the *Hale School Memorial Hall* in Perth by Marshall Clifton with Anthony Brand, completed in 1961, which displayed a strong Japanese influence. In Melbourne among the earliest and most well-known Brutalist buildings are the *Plumbers and Gas Fitters Union Building* by Graeme Gunn (1967-71, VHR H2307) and the 1969-79 work from the office of Daryl Jackson, such as *Harold Holt Swim Centre* by Kevin Borland and Daryl Jackson (1969, VHR H69).

There are few examples of the Brutalist style in Port Phillip. The *St Kilda Library*, designed by Enrico Taglietti and constructed in 1972-73, is the finest example of the Brutalist style in the municipality. This block of maisonettes is a rare example of the style applied to a residential building. The most distinctive aspect of the design is the first floor composition consisting of jutting battered walls cantilevered in bays over the ground floor garages to the south, which creates a bold sculptural composition in the Brutalist manner.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay HO6, and change the heritage status on the Port Phillip Heritage Policy Map to Significant.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

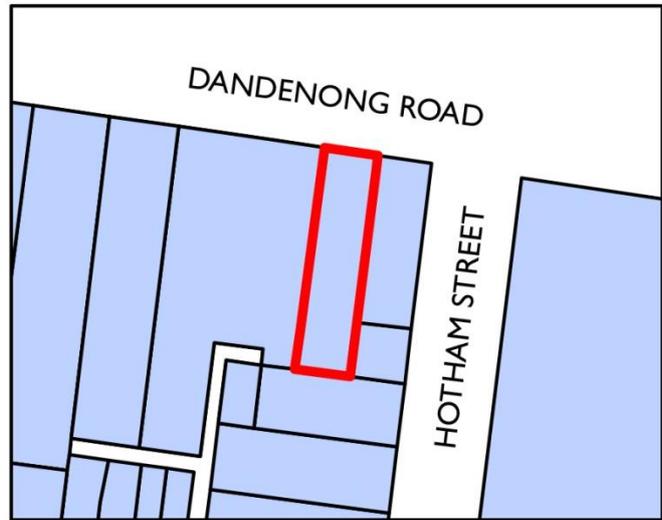
Other images



City of Port Phillip Heritage Review

Place name: **Shops and Flats**
Other names: -

Citation No:
888



Address: 254-256 Dandenong Road, St Kilda East

Heritage Precinct: St Kilda East

Category: Residential: Flats

Heritage Overlay: HO6

Style: Interwar Moderne

Graded as: Significant

Constructed: c.1870, c.1920

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

This building was assessed for the St Kilda 20th century architectural study 1992, which includes the following statement of significance:

A notable 1920s conversion of a three storey Victorian residence into apartments. The juxtaposition of sharply defined volumes forms creating a stepped composition to Dandenong Road, the crowning of these by a strong, reeded Art Deco derived cornice and the inclusion of shops in the ground floor of the complex together create one of St Kilda's most distinctive and bizarre compositions. Recent alterations, including the painting of the render finish and the addition in red brick of an additional shop have down graded the appearance of the buildings, nevertheless they are an unusual example of the distinctive St Kilda building type involving the conversion of an earlier building.

The 1992 Study did not include a comparative analysis in support of this assessment. A desktop review carried out for the 2016 study has found that, although this building is of interest as an early example of a flat development in Dandenong Road, it does not meet the threshold of local significance. However, it remains a Significant place within the HO6 St Kilda East heritage precinct.

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

No information.

References

No information.

Description

This building comprises a Victorian residence converted during the interwar period into a three-storey apartment block. The building comprises rectilinear forms creating a stepped composition to Dandenong Road, on either side of the stairwell, which is surmounted by a strong, reeded Art Deco derived cornice. There are shops in the ground floor of the complex.

Alterations include the painting of the render finish and the addition in red brick of an additional shop.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

Retain in Heritage Overlay as a Significant place.

Primary source

Helms, David, *Port Phillip Heritage Review Update 2016*

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

Ward, Andrew, *Port Phillip Heritage Review*, Version 1, 1998

City of Port Phillip Heritage Review

Place name: Flats
Other names: -

Citation No:
911



Address: 5 Wimbledon Avenue, Elwood

Category: Residential: Flats

Style: Interwar Moderne/Freestyle

Constructed: 1930, 1941

Designer: Walter Mason

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct: St Kilda, Elwood, Balaclava, Ripponlea

Heritage Overlay: HO7

Graded as: Significant

Victorian Heritage Register: No

Significance

What is significant?

The flats, constructed in 1941 to a design by Walter Mason as the conversion of a residence built in 1930, at 5 Wimbledon Avenue, Elwood are significant. This interwar block of four flats has a hipped tile roof and rendered walls with brick accents to the sills, and tapestry brick around the entrance. Asymmetrical in plan, the projecting bay has French doors opening to a Juliet balcony at first floor with a corner window below, while the expressed stairwell has a parapet, a corner window and an octagonal feature window. Another distinctive feature is the room that projects above the driveway at the south east corner, which has a curved window with horizontal glazing bars. There is a rendered chimney with an inset band.

The front fence is not significant.

How is it significant?

The flats at 5 Wimbledon Avenue, Elwood are of local architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

They are significant as part of an intact group of interwar flats and bungalows in Wimbledon Avenue. Architecturally, they are significant as a comprehensive conversion of a house to apartments. The arrangement of a wide variety of window types, across the facades of the building, the cantilevered first floor room to the south eastern corner of the building and the stair tower with its octagonal window and feature brickwork create a distinctive architectural composition and set this building apart from others in the street. (Criteria D & E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Higher density living in St Kilda & Elwood

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas (PPHR, Vol. I, pp.34-5).

Elwood represented an even more desirable locale for apartment development because, unlike St Kilda, it was still underdeveloped at the turn of the century. With the completion of the swamp reclamation in 1905, and the expansion of the tramway networks soon after, land became more available, more desirable and more accessible. Over the next two decades, apartment buildings sprung up across Elwood at an alarming rate to the point that they 'overwhelmed the neighbourhood'. Needless to say, the flats themselves display considerable variety in terms of their type and style. By far the most common manifestation was walk-up flats in blocks of two or three storeys, but there were also courtyard developments, sprawling multi-storey blocks, and a few oddities like the rare and unusual bungalow court development, Cromer Court (1940). Stylistically, Elwood's inter-war flats exhibit many of the architectural styles that were fashionable during that time: Tudor

Revival, Mediterranean and Spanish Mission (considered highly appropriate for Elwood's seaside position) and, in particular, the Functionalist idiom, which spread through Elwood (as it did elsewhere) in the late 1930s. Still other examples were built in hybrid and eclectic styles the defied classification. Elwood's inter-war flats also represent the work of some of Melbourne's finest and most highly-regarded (both then and now) residential architects, including Best Overend, Bernard Evans, Leslie J.W. Reed, W.H. Merritt, J.H. Esmond Dorney and Seabrook & Fildes (PPHR, Vol. 1, pp.34-5).

Flats, 5 Wimbledon Avenue

Elwood, situated on the low-lying land to the south of the St Kilda hill became attractive as potential residential land given its proximity with St. Kilda and the City during the first decade of this century. The filling of the swamp, the re-alignment of the Elster Creek and its transformation into the Elwood canal was virtually complete by 1905 and it remained for the Victorian Railways with the ardent support of Thomas Bent, premier, treasurer and minister for railways, to construct an electric tramway linking Elwood and points south with the rail head at St. Kilda, which was opened on 5 May 1906. Major land sales followed in 1908 and 1913 with blocks being provided of a size sufficient for freestanding villas and bungalows. Elwood was an early suburb demonstrating new and more spacious living standards made possible only by the provision of fast electric tramway services. Others beyond the limits of the City of Port Phillip were to follow soon afterwards (PPHR 2015:33)

The completion of the swamp reclamation project in 1910, and the first sales of the reclaimed land three years later, spurred even more intense development in that part of the suburb. Over the next few years, streetscapes of new housing spread along newly-formed Addison Street, Ruskin Street, Meredith Street and Broadway. Commercial development soon followed, with ubiquitous corner shops and others flanking the intersection of Meredith and Addison streets. Elsewhere, modestly- scaled housing estates continued to proliferate. These also developed very swiftly (PPHR 2015:33).

Wimbledon Avenue, together with Hennessy Avenue, was created in the early 1920s as a consequence of the subdivision of two mansion estates: 'Wimbledon' and 'Rothermere'. Unlike some other mansions, both survived and have been converted to flats, 'Wimbledon' at 2 Wimbledon Avenue, and 'Rothermere' at 14 Hennessy Avenue. The first house in Wimbledon Avenue was constructed in 1920, and the first block of flats was erected at the corner of Hennessy Avenue in 1926. By 1940 the street was almost completely built up.

Esther and Roy Isaacs purchased No.5 Wimbledon Avenue in 1929 and in 1930 they erected a house on the site. Designed by architect, Walter Mason, this was a single storey residence with attached garage in the fashionable Spanish Mission style. In 1941 the Isaacs once again engaged Walter Mason to prepare plans to convert the house into four flats, which were completed that year.

Roy was an importer, with a business at 96 Flinders Street, Melbourne. Of interest is that, according to title records, the Isaacs changed their surname to 'Isles' in 1941. The construction of the house and the flats was financed by mortgages to Alfred Binger in 1930 and 1941 (LV).

References

Land Victoria (LV) Certificate of Title Vol. 5615 Fol. 891

'Port Phillip Heritage Review' (PPHR) Volume 1, Version 17, September 2015

St Kilda Council building permits nos. 7671, issued 9 January 1930 (house), 10716 issued 17 January 1941 (flats)

Description

This interwar block of four flats has a hipped tile roof and rendered walls with brick accents to the sills, and tapestry brick around the entrance. Asymmetrical in plan, the projecting bay has French doors opening to a Juliet balcony at first floor with a corner window below, while the expressed stairwell has a parapet, a

corner window and an octagonal feature window. Another distinctive feature is the room that projects above the driveway at the south east corner, which has a curved window with horizontal glazing bars. There is a rendered chimney with an inset band.

The original render finish has been over-painted, otherwise the flats are very intact. The original front fence identified in 1992 has been replaced with a new front fence.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in HO7. Change heritage status on Port Phillip Heritage Policy Map to 'Significant'.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

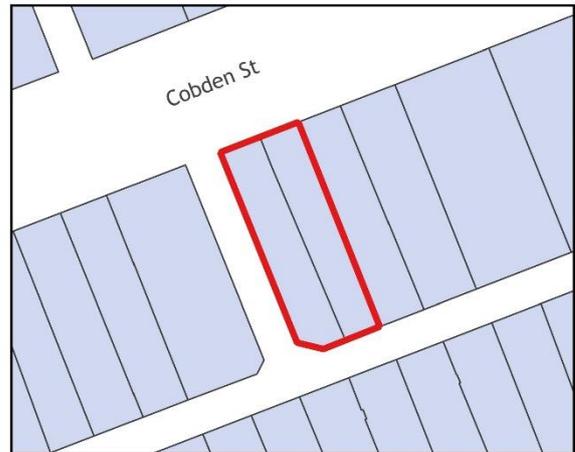
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: Houses
Other names: -

Citation No:
976



Address: 131 & 133 Cobden Street, South Melbourne

Heritage Precinct: Emerald Hill Residential

Category: Residential: Terrace

Heritage Overlay: HO440

Style: Early Victorian

Graded as: Significant

Constructed: c.1860

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

The attached houses, constructed by 1860 for George McKelvey, at 131 & 133 Cobden Street, South Melbourne are significant. This attached pair of rendered two storeyed terrace houses have a shared transverse gable roof (originally slate, now clad in corrugated iron) with double hung two pane sash windows. The front doors and rear windows have been altered and so too the decoration to the verandah, however the stop chamfered frame appears to be intact. The houses are very plain and devoid of decoration. The eaves line has been altered.

How is it significant?

The attached houses at 131 & 133 Cobden Street, South Melbourne are of local historic and representative significance to the City of Port Phillip.

Why is it significant?

They are significant as rare surviving examples of houses built within the first decade after the beginning of development of the Emerald Hill area. The early date of construction is reflected in the simple form and unadorned walls of the houses. (Criteria A & D)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill

History

Contextual history

Sandridge, St. Kilda and Emerald Hill were geographically discrete townships during the 1860s, each with its own character and purpose and interlinked by the railway system of the Melbourne and Hobsons Bay United Railway Co. Whereas Sandridge was the port town and St. Kilda the resort, Emerald Hill was the suburban retreat for what the Victorians called the commercial classes. The 1861 census vividly demonstrated this circumstance (PPHR 2018:27-28).

Whereas settlement at the Port commenced at an early date as a function of the formation of Melbourne town itself and whilst St. Kilda was an attractive suburban resort, there was no such catalyst to prompt the early growth of Emerald Hill. Indeed, the natural barriers combined with the comparative distance of the locality from the nearby activity centres to delay development until August, 1852. Again, the impact of the gold discoveries doubtless put pressure on the government to make more residential land available. The first stage of a fifty lots sale of land took place at this time and was bounded approximately by present day Eastern Road, Park Street, Montague Street and the Sandridge (now City) Road. Included in this area, which had been laid out on a grid pattern, was the Orphanage Asylum reserve, on the top of the hill where the South Melbourne town hall now stands. Police, town hall, church and National School reserves were also included. Just prior to August 1854, the subdivided lands were extended to the "Three Chain" road, later Albert Road in the south and to Nelson Place in the west. This plan, attributed to Clement Hodgkinson by Priestley, included St. Vincents Place and the semi-circular streets which enclose it. Recalling the formally planned residential squares of nineteenth century English cities, this locality remains highly distinguished within metropolitan Melbourne, though the idea of semi-circular street layouts was not without precedent, Henry Foot's plan of the Brighton Estate, pre-dating St. Vincents Place by some eight years (PPHR 2018:27-28).

The north-western quarter of the area was both closest to Melbourne and the most commercially oriented, supporting ten of the fourteen hotels listed in the 1856 municipal valuation. James Watson was a resident of Emerald Hill in the 1860's. He wrote:

There was no continuity of houses connecting with the city, the houses did not reach down from the upper part of Clarendon-street to the Sandridge-road, and there was none between that road and the river. The river-bank was higher than the adjoining land, which was a marsh right back beyond the Sandridge-road, which had been constructed on it, and higher up to behind the barracks to the three chain road which connected the Hill with St. Kilda-road. As many people walked to their occupation or business in the city every day a plank road had been erected across this swampy land. This footway was about 4 feet wide, built about the same height above the ground, with a handrail on one side. One of these was a continuation of Clarendon-street, and another of Moray-street joined up with one which was parallel with the river-bank that led up to the Falls Bridge.

The section bounded by Montague, Park, Moray and York Streets was the most intensely settled. The main street was already Clarendon Street although the principal public buildings were around Cecil Street and included the mechanics' institute, court house and municipal offices. St. Vincents Place was at that time unoccupied. Road surfaces were rough and there were constant arguments about where the levels should be set. The correct decision had important implications for drainage and at times involved lowering

roadways by several feet, leaving the original buildings literally high and dry. Evidence of this can still be seen at St. Lukes church where a bluestone wall in Dorcas Street marks the difference between the original and new street level. The street grid included accommodation for a market whilst the impact of the St. Kilda railway was softened by its situation in a cutting with bluestone overbridges linking both sides of the township. Nevertheless, development on the west side lagged behind that on the east (PPHR 2018:27-28).

Houses, 131 & 133 Cobden Street

This section of Cobden Street between Clarendon and Moray streets was subdivided and offered for sale as early as 1854. A plan of subdivision shows the northern side divided into regular building allotments served by a rear laneway, while the southern side was comprised of larger allotments that extended through to Raglan Street (SLV). Further subdivision of the southern side occurred during the late 1850s and 1860s.

It appears this pair of houses was built in 1859 for George P. McKelvey (or McKilvey). The 1859-60 rate books list McKelvey as the owner of two four-room brick and slate houses in Cobden Street, valued at 42 pounds. The occupants were Alkin Thistlethwaite and Robert More (RB). Cobden Street was substantially developed by that time and rate book records list many houses, mostly of two or three rooms and constructed of timber, with a smaller number of brick, iron and 'zinc'.

The houses remained in the ownership of the McKelvey family for many years. By the 1860s they were numbered as 26 & 28 (RB) and by 1893 they were renumbered as 30 & 32 (RB), the numbering that is shown on the Melbourne & Metropolitan Board of Works plan prepared in 1895. The MMBW plan shows the houses with verandahs at front and rear, and small 'closets' (outdoor toilets) in the rear yards. The description of the houses remained constant all this time (RB).

References

Melbourne & Metropolitan Board of Works Detail Plan Nos. 533 & 534, dated 1895

Port Phillip Heritage Review (PPHR), Volume I, Version 27 2018

South Melbourne Rate Books (RB) 1859-60, nos. in rate 1394 & 1395, 1866 (1452 & 1453), 1885 (6511, 6512), 1893 (5999, 6000)

State Library of Victoria (SLV), *Plan of subdivision of sections 30, 31, 32, 33 and 35, Emerald Hill [cartographic material]*. (Victoria Suburban & Country Plans). (1854). Melbourne: Campbell & Fergusson, lithographers

Description

This attached pair of rendered two storeyed terrace houses have a shared transverse gable roof (originally slate, now clad in corrugated iron) with double hung two pane sash windows. The front doors and rear windows have been altered and so too the decoration to the verandah, however the stop chamfered frame appears to be intact. The houses are very plain and devoid of decoration. The eaves line has been altered.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

2016: Retain in the HO440 Emerald Hill Residential precinct as a Significant place

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

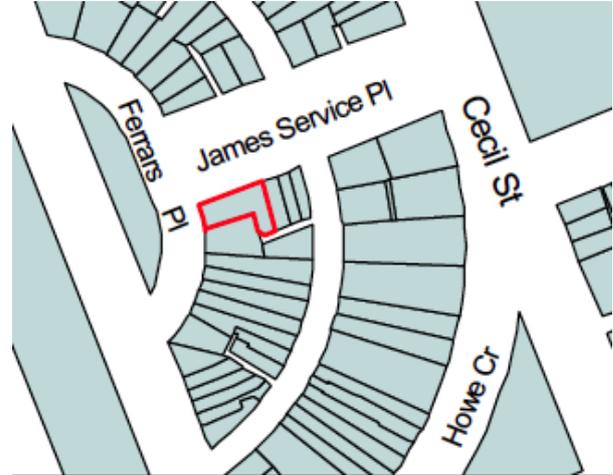
Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Allom Lovell Sanderson Pty Ltd, *South Melbourne Conservation Study*, Vol. 2, 1987

City of Port Phillip Heritage Review

Place name: House
Other name: -

Citation No:
987



Address: 15 Ferrars Place,
South Melbourne

Heritage Precinct: St Vincent Place East

Category: Residential: House

Heritage Overlay: HO441

Style: Victorian

Graded as: Significant

Constructed: c.1866

Victorian Heritage Register: No

Designer: Unknown

Amendment: C161

Comment: Revised citation

Significance

What is significant?

The house, constructed by 1866, at 15 Ferrars Place, South Melbourne is significant. The house is two storeyed and built with a terrace form. In a manner typical to the 1860s, the walls are in render and are generally undecorated, the only relief being the ruling in the render to represent ashlar blocks. The main source of decoration to the house is applied to the two storeyed verandah, with the ground floor having a stop-chamfered timber frame within which are set diagonal timbers in the manner of the cross of St Andrew. These are combined with an elegant cast iron frieze and balcony balustrading at first floor level. The cast iron front fence is partially intact and so too the corrugated iron fence with timber capping that extends down the north boundary.

How is it significant?

The house at 15 Ferrars Place, South Melbourne is of local historic and architectural significance to the City of Port Phillip.

Why is it significant?

The house is of historic significance as a rare example of a 1860s house in South Melbourne and as one of the first houses built on the St Vincent Place subdivision. (Criteria A & B)

The house is of architectural significance as early terrace house, which is notable for retaining its original verandah decoration. (Criteria D & E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill

History

Prior to 1865, block 38 Ferrars Place (originally Service Crescent) does not appear in the South Melbourne Rate Books and the St Vincent Place subdivision of which this was a part had not begun to be built upon. However by 1866 a George Wharton was listed as the owner of an 'unfinished' six-roomed brick and slate house given an initial N.A.V. of £50 (RB, 1865-66). Wharton was a master tailor and occupied this house until the early 1870s (RB, 1869-70) when he sold to George Anthoness, a commercial traveller (RB, 1873-74).

By 1882 the property was listed as having ten rooms with an N.A.V. of £58 and was occupied by Walter Rayson, a draper (RB, 1881-82). Immediately prior to the turn of the century and during the economic depression of the 1890s, the building had decreased its N.A.V. to £31. At that time, it was occupied by Patrick Corrigan, a police constable (RB, 1888-89).

References

South Melbourne Rate Books (RB)

Ward, Andrew, *Port Phillip Heritage Review*, Version 16, 2014

Description

The house is two storeyed and built with a terrace form. In a manner typical to the 1860s, the walls are in render and are generally undecorated, the only relief being the ruling in the render to represent ashlar blocks. The main source of decoration to the house is applied to the two storeyed verandah, with the ground floor having a stop-chamfered timber frame within which are set diagonal timbers in the manner of the cross of St Andrew. These are combined with an elegant cast iron frieze and balcony balustrading at first floor level. The cast iron fence is partially intact and so too the corrugated iron fence with timber capping that extends down the north boundary.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay. Change status on Port Phillip Heritage Policy Map to Significant.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Allom Lovell Sanderson Pty Ltd, *South Melbourne Conservation Study*, 1987

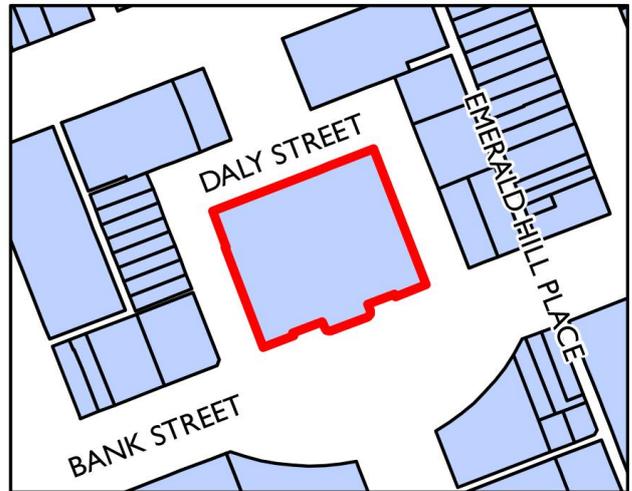
Other images



City of Port Phillip Heritage Review

Place name: South Melbourne Town Hall
Other names: Emerald Hill Town Hall

Citation No:
1100



Address: 208-220 Bank Street, South Melbourne

Heritage Precinct: Emerald Hill Estate

Category: Community: Town Hall

Heritage Overlay: HO28

Style: Victorian Academic Classical

Graded as: Significant

Constructed: 1879

Victorian Heritage Register: Yes, H217

Designer: Charles Webb, Oakley & Parkes

Amendment: C29, C161

Comment: Revised citation

Significance

The South Melbourne Town Hall is included on the Victorian Heritage Register (VHR H217) as a place of State significance. Please refer to the VHR place record for the statement of significance. The local statement of significance is:

South Melbourne Town Hall is of significance as the principal building at the municipal heart of South Melbourne and as a physical reminder of the independent status of the municipality. The interaction between the building's design and the street layout is unique to Melbourne and is integral to the significance of the Town Hall. The building is a major and successful work by Charles Webb, although it is detracted from by the removal of the mansarded towers and the refurbishment of its interior.

Thematic context

Victoria's framework of historical themes

7. Governing Victorians: 7.1 Developing institutions of self-government and democracy

Port Phillip thematic environmental history

7. Government services: 7.1 Local Government: the emergence of cities, 7.2 South Melbourne

History

The Melbourne Protestant Orphan Asylum was granted the land of Crown Section 14 for its reservation as early as 1852 and it was in 1855 that the foundation stone of the Orphanage complex was laid (3). Charles Webb, the noted Melbourne architect, was responsible for carrying out extensive additions to the buildings throughout the 1860s and the early 1870s (4), despite their having become, even by 1856, an embarrassment to the Government (5). Several suggestions had been put forward for the removal of the Orphanage and finally in 1877, after much public outcry, an Act of Parliament was passed which enabled the Emerald Hill Council to purchase the land of Section 14 (6). The Orphanage was transferred to a site in Brighton, receiving £90,000 in compensation (7), and subsequently the buildings on the Bank Street site were demolished and all materials put up for auction (8)

Preparations were made for plans and specifications of a new Town Hall, the Municipal buildings having previously occupied the site at the corner of Coventry and Cecil Streets (9) (q.v.), and in 1879 John Boyd, the Mayor of Emerald Hill at that time, laid the foundation stone of the new building (10). Charles Webb was again the designer of the building on the site, the contractors for the building being Gillon and Treeby (11). The building contained the Municipal Offices, a Public Hall, Mechanics' Institute, Fire Brigade, Post Office, Police Station and Court House and it was officially opened on 30 June, 1880 (12). A large turret clock was added to the clock tower in 1881 bearing the names of Councillors, the Town Clerk, the designer and the manufacturer (13). In 1883 the name of the municipality was changed to South Melbourne and the building's status accordingly became that of Town Hall to the new City (14).

Although a number of subsequent minor alterations were made to the Town Hall (15) those that were carried out in 1940 were quite substantial (16). The interior was refurbished and additions were made to provide a more up-to-date working environment (17) to designs prepared by Oakley and Parkes, architects, under the supervision of the City Engineer A.E. Aughtie (18). It appears to have also been at that time that the mansarded towers were removed from the roof.

In 2004 the exterior of the building was restored, which included the accurate reconstruction of the lower mansard roofs and installation of simplified versions of the original parapet urns.

This building was one of Charles Webb's largest works. Webb, one of Melbourne's leading architects of the nineteenth century was responsible for a number of large buildings, with many such as the Windsor Hotel and Tasma Terrace using the restrained classical vocabulary of the Town Hall.

References

- 1 Architects' Index, University of Melbourne
- 2 *ibid.*
- 3 Charles Daley, 'History of South Melbourne', p.57
- 4 Architects' Index
- 5 Daley, *op. cit.*, p.125
- 6 *ibid.*
- 7 *ibid.*
- 8 Architects' Index
- 9 Daley, *op.cit.*, p.62
- 10 *ibid.*, *op.cit.*, p.127
- 11 Architects' Index
- 12 Daley, *op. cit.*, p.128
- 13 *ibid.*, p.129
- 14 *ibid.*, p.143
- 15 *ibid.*, p.129

16 *ibid.*, pp.365-367

17 *ibid.*

18 *ibid.*, p.367

Description

The South Melbourne Town Hall is a most commanding rendered building with a wide façade that has adopted the formula used by several of Melbourne's Town Halls with a central portico and projecting pavilions at each corner. The façade is dominated by a giant order Corinthian colonnade expressed as pilasters along walls, fluted engaged columns on the pavilions and freestanding columns on the projecting portico. The portico is one of the main focal points of the façade and has a triangular pediment over it embellished with the words 'Town of Emerald Hill' and the town's coat of arms. Until restoration works were carried out, the central mansarded tower with baroque colonnettes clustered as its base was described as 'ill-proportioned without the lower mansarded towers that flanked it and also without the very large urns that lined the parapet level'. The reconstruction of the lower towers and urns (in a simplified design) has restored the original proportions of the building.

The freestanding site on which the Town Hall stands has been used to benefit the design, the side facades having been given detailing of comparable complexity to the front façade. It is in the planning of the area and the building's response to it, that one of the building's greatest strengths lie. Not only does it stand in isolation, but Perrins Street has been placed to give a framed vista up to the portico and tower in a manner achieved by no other Town Hall in Melbourne.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in the heritage overlay.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Allom Lovell Sanderson Pty Ltd, *South Melbourne Conservation Study Volume 2*, 1987

Other images



City of Port Phillip Heritage Review

Place name: Middle Park Primary School
No.2815
Other names: Middle Park State School No.2815

Citation No:
1106



Address: 194 Richardson Street,
Middle Park

Heritage Precinct: Middle Park &
St Kilda West

Category: School (State)

Heritage Overlay: HO239

Style: Interwar Free Classical

Graded as: Significant

Constructed: 1887, 1908

Victorian Heritage Register: Yes, H1711

Designer: Henry Bastow (1887), George
Watson (1908)

Amendment: C29, C161

Comment: Revised citation

Significance

The Middle Park Primary School is included on the Victorian Heritage Register (H1711) as a place of State significance. Please refer to VHR citation for the statement of significance. The local statement of significance is as follows:

The Middle Park Primary School is of significance as a substantially intact school building of the 1880s with a very sympathetic Edwardian addition. In the context of the concentration of the late-Victorian and Edwardian buildings in the Middle Park area, it forms a key element in that building stock, and for having been built to serve the local community who were settling the area at the time.

Thematic context

Victoria's framework of historical themes

8. Building community life: 8.2 Educating people

Port Phillip thematic environmental history

6. Education: 6.2 Government intervention

History

Schools in Port Phillip 1872 to 1901

The following is an edited extract from section 5.6.2 of the Port Phillip Environmental History:

In 1858, a St. Kilda resident and MLA, Archibald Michie, introduced an Education Bill to abolish aid to churches and to establish a national system. The Bill was lost by a single vote in the Legislative Council and the debate continued, eventually leading to the Common Schools Act in June, 1862. It created one Board and basically combined the elements of the two earlier systems. The greatest change however took place on 17.12.1872 when the Education Act became law. Its provisions were for education to be secular, compulsory to the age of fifteen and free in the basic subjects. An Education Department was created to administer the schools which began opening from 13.1.1873. Victorian children entered a new era of opportunity and enrolments increased immediately. The new minister for Education, James Wilberforce Stephen presided over the construction of larger complexes designed by his department's own architectural branch headed by Henry Robert Bastow, architect and civil engineer formerly with the Railways Department. A competition for the design of the larger schools was held in mid 1873 and led to the construction of the Emerald Hill (Albert Park no.1181) school in 1874. It was designed by M. Schneider on two floors with accommodation for one thousand scholars. Charles Webb, one of the adjudicators, also received a commission to design the Emerald Hill (South Melbourne no.1253) school which was opened in July, 1873 but it was not until 1881 that the premises built by James Treeby were completed.

New schools were also opened at Sandridge (Nott street no.1427) and Brighton Road, St. Kilda (no.1479), the latter being designed by Bastow and accommodating 614 scholars. It was opened in January, 1875. All of the new schools were overcrowded from the outset. The department leased former Common School buildings and other premises including church buildings, the Mechanics Institute at Emerald Hill, the Orderly Room at the Army Barracks, also at Emerald Hill and the St. Kilda town hall at various times.

Additional schools were opened as the late Victorian boom period progressed with its associated population explosion. Port Melbourne (Graham Street) was opened as an annex of Nott Street along with St. Kilda (Fitzroy Street). Four new schools were opened in South Melbourne at Eastern Road, City Road, Mills Street and Montague Street.

Middle Park Primary School

The first school in the Middle Park area was School No.2815, which was conducted in the Orderly Room, South Melbourne. This was rented as a temporary school to accommodate 400 children while the permanent one was being built. It closed on 28 July 1887. The new Middle Park Primary School No.2815, designed by Henry Bastow, opened on 1 August 1887 and was constructed in red brick with stone and cement dressings. The school has a series of gabled roofs clad in slate with timber fretwork on the gable ends and banded roughcast render on the chimneys. Middle Park became a central school from 1916 to 1968 and acted as a feeder school for Melbourne High School for boys and girls, which was then located in Spring Street, Melbourne. The Infant School was opened on 16 July 1908 and the architect was most likely George Watson and the draughtsman was D. Mackenzie.

References

Heritage Victoria.



Description

The 1880s building remains substantially intact and it is a tuck-pointed polychromatic brick building, with the main alteration, like nearly all schools of the date, being the insertion of large units of multi-paned double hung sash windows. The brickwork is decoratively applied across the facade and further decoration was applied with freestanding timber insets to the gables and the metal-clad conical fleche. The roof has been reclad in brown roof tiles. The 1908 building is particularly sympathetic in design to the original. The building is constructed of polychromatic brickwork and has a slate roof with domed roof ventilators. It has leadlight windows and a vaulted pressed metal ceiling with decorative wrought iron tie rods to the main rooms. The floor plan consists of a central hall surrounded by six classrooms, cloakrooms at each end and hexagonal teachers' rooms projecting on either side of the front elevation.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme

Primary source

Allom Lovell Sanderson Pty. Ltd., *South Melbourne Conservation Study Volume 2*, 1987

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Other images

-

City of Port Phillip Heritage Review

Place name: MacRobertson Girls' High School
Other names: -

Citation No:
1112



Address: 350-370 Kings Way, Melbourne

Heritage Precinct: None

Category: Secondary School (State)

Heritage Overlay: HO176

Style: Interwar Moderne

Graded as: Significant

Constructed: 1934

Victorian Heritage Register: Yes, H1641

Designer: Seabrook & Fildes, Norman
Seabrook

Amendment: C29, C161

Comment: Revised citation

Significance

MacRobertson Girls' High School is included on the Victorian Heritage Register (H1641), as a place of State significance. The local statement of significance is as follows:

The MacRobertson Girls' School is of significance as the successful entry in a design competition for the design of a school on this site, as one of the first examples of modernist architecture in Melbourne and for remaining in a substantially intact state. It is also of significance for its associations with Sir MacPherson Robertson.

Thematic context

Victoria's framework of historical themes

8. Building community life: 8.2 Educating people

Port Phillip thematic environmental history

6. Education: 6.2 Government intervention

History

Schools in Port Phillip 1872 to 1901

The following is an edited extract from section 5.6.2 of the Port Phillip Environmental History:

In 1858, a St. Kilda resident and MLA, Archibald Michie, introduced an Education Bill to abolish aid to churches and to establish a national system. The Bill was lost by a single vote in the Legislative Council and the debate continued, eventually leading to the Common Schools Act in June, 1862. It created one Board and basically combined the elements of the two earlier systems. The greatest change however took place on 17.12.1872 when the Education Act became law. Its provisions were for education to be secular, compulsory to the age of fifteen and free in the basic subjects. An Education Department was created to administer the schools which began opening from 13.1.1873. Victorian children entered a new era of opportunity and enrolments increased immediately. The new minister for Education, James Wilberforce Stephen presided over the construction of larger complexes designed by his department's own architectural branch headed by Henry Robert Bastow, architect and civil engineer formerly with the Railways Department. A competition for the design of the larger schools was held in mid 1873 and led to the construction of the Emerald Hill (Albert Park no.1181) school in 1874. It was designed by M. Schneider on two floors with accommodation for one thousand scholars. Charles Webb, one of the adjudicators, also received a commission to design the Emerald Hill (South Melbourne no.1253) school which was opened in July, 1873 but it was not until 1881 that the premises built by James Treeby were completed.

New schools were also opened at Sandridge (Nott street no.1427) and Brighton Road, St. Kilda (no.1479), the latter being designed by Bastow and accommodating 614 scholars. It was opened in January, 1875. All of the new schools were overcrowded from the outset. The department leased former Common School buildings and other premises including church buildings, the Mechanics Institute at Emerald Hill, the Orderly Room at the Army Barracks, also at Emerald Hill and the St. Kilda town hall at various times.

Additional schools were opened as the late Victorian boom period progressed with its associated population explosion. Port Melbourne (Graham Street) was opened as an annex of Nott Street along with St. Kilda (Fitzroy Street). Four new schools were opened in South Melbourne at Eastern Road, City Road, Mills Street and Montague Street.

MacRobertson Girls' High School

Sir MacPherson Robertson the noted philanthropist and Melbourne chocolate maker, donated £100,000 to the State Government, ear-marking £40,000 for building a girls' school ('The School Bell'). The recipient of this gift was the Melbourne Girls' High School who moved into their newly built premises on the north-eastern corner of Albert Park in 1934 (ibid).

A competition was called for design of the school, which was won by Norman Seabrook of Seabrook and Fildes. Its design was a radical departure from the norm in educational buildings up until that date, so much so that Robin Boyd was able to write about it in 1947. This was the first time that many Melbourne people noticed a modern building, the first modern school in Victoria and probably the first and only time a practical architectural competition has been won with a modern design. It had a wide flowing plan, big classrooms and a cream and blue brick exterior treatment after the Dudok manner (Boyd 1947:28).

The building was officially opened by the Duke of Gloucester in March 1934 ('The School Bell') and the first principal was Miss M. Hutton (ibid).

References

Boyd, Robin, *Victorian Modern. One hundred and eleven years of Modern Architecture in Australia*, 1947

MacRobertson Girls' High School, 'The School Bell', July 1960, held in South Melbourne Local History collection LH 126

'Port Phillip Heritage Review' (PPHR) Volume 1, Version 27, October 2018

Description

-

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Allom Lovell Sanderson Pty. Ltd., *South Melbourne Conservation Study*, Volume 2, 1987

Other images

-

City of Port Phillip Heritage Review

Place name: Ritz Mansions
Other names: Flats, Park Lake

Citation No:
1486



Address: 171 Fitzroy Street, St Kilda

Heritage Precinct: St Kilda Hill

Category: Residential: Flats

Heritage Overlay: HO129

Style: Interwar: Stripped Classical

Graded as: Significant

Constructed: 1927

Victorian Heritage Register: No

Designer: Ernest H. Long

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

'Ritz Mansions', designed by Ernest H. Long and constructed in 1927, at 171 Fitzroy Street, St Kilda is significant. The complex occupies a large site extending from Fitzroy Street through to Pattison Street and the massive street facades to both frontages are each dominated by tall oriel bay windows and stacked, distinctively balustraded balconies and sunshades set between banded pilasters. On Fitzroy Street, the centrally located front entrance is marked at street level by a cantilevered curved canopy and on the parapet above by a stepped pediment. The name 'Ritz Mansions' is above the entrance doors.

Internally, the foyers retain some traces of the original 1920s decorative schemes including moulded cornices. The metal (copper) mesh lift cage also appears to be original, although the lift car has been replaced. The interiors of all the apartments have been greatly altered.

Non-original alterations and additions are not significant.

How is it significant?

'Ritz Mansions' at 171 Fitzroy Street, St Kilda is of local historic, architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is historically significant as the largest apartment block constructed in St Kilda during the interwar period and demonstrates the boom in flat development that occurred in the suburb after World War I. It is an example of the large mansion-style apartments that became an increasingly popular residential alternative for wealthy residents during the interwar period. The association with the neighbouring Ritz Hotel, which originally provided meals for the residents, is also of interest. (Criterion A)

It is architecturally significant as a fine example of the mansion apartment blocks constructed during the interwar period. It is notable because of its grand scale, being one of the largest interwar apartment blocks not only in St Kilda, but also Melbourne. Also of note is the survival of some of the interior decoration to the foyer and the lift cage. (Criterion D)

It has aesthetic significance as a landmark building, which is notable for the bold massing to both of the street facades that feature tall oriel bay windows and stacked, distinctively balustraded balconies and sunshades, as well as the entrance canopy on Fitzroy Street. (Criterion E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Higher density living in St Kilda

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were

achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. 1, pp.34-5)

Ritz Mansions

The 'Ritz Mansions', a four storey building containing 27 flats, was constructed in 1927 to a design by Ernest H. Long for F.N. Levin and the Levin Investment Co.. The builder was H.M. Levine (BP). The Levin family also owned the adjoining Ritz Hotel, which had been constructed by 1923 (RBA 2016:6).

References

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

RBA Architects & Conservation Consultants, 171 Fitzroy Street, St Kilda Heritage Report, March 2016

Sands & McDougall Directory (SM), 1925-1940

St Kilda Building Permit (BP) No.6794, issued 28 April 1927

Description

This grand urban apartment block of the 1920s is one of the very few buildings of its type in Melbourne that approaches a truly cosmopolitan character in its scale and setting. The complex occupies a large site extending from Fitzroy Street through to Pattison Street and the massive street facades to both frontages are each dominated by tall oriel bay windows and stacked, distinctively balustraded balconies and sunshades set between banded pilasters. On Fitzroy Street, the centrally located front entrance is marked at street level by a cantilevered curved canopy supported by two metal columns on pedestals to either side, and on the parapet above by a stepped pediment. The name 'Ritz Mansions' is in relief gilded lettering above the entrance doors.

Alterations to the Fitzroy Street elevation include the rendering of the original face brickwork, and the creation of new shop fronts at ground floor level, and removal and replacement of the original entrance steps and doors. The brickwork to the Pattison Street elevation has also been overpainted. Additions have been made on the roof level.

Internally, the foyers retain some traces of the original 1920s decorative schemes including moulded cornices. The metal (copper) mesh lift cage also appears to be original, although the lift car has been replaced. The interiors of all the apartments have been greatly altered.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay HO129. Amend the HO schedule to specify that the interior controls apply only to the public foyers and lift cage.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: Burnett Grey Gardens
Other names: -

Citation No:
1495



Address: 11-13 Glen Eira Road, Ripponlea

Category: Parks & Gardens

Style: Interwar

Constructed: c.1920-c.1940

Designer: St Kilda Council Parks & Gardens Committee

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct: St Kilda, Elwood, Balaclava, Ripponlea

Heritage Overlay: HO137

Graded as: Significant

Victorian Heritage Register: No

Significance

The Burnett Grey Gardens form, with the Ripponlea Station, the urban design centrepiece of its precinct. The gardens create a tranquil, traditional foreground to the station and retain remnants of their original formal planting and landscaping, including its Canary Island Palms and the lava rock seats which are so characteristic of St Kilda's parks and gardens.

Thematic context

Victoria's framework of historical themes

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

7. Government services: 7.4 St Kilda

History

The railway to Brighton and later extended to Sandringham was opened as far as North Brighton in 1859. The line was reconstructed after the government acquired it from the Melbourne and Hobson Bay United

Railway Co. in 1878. A station at Ripponlea had been mooted as early as 1888, when an estate agent's subdivision plan indicated a 'railway station site' on Glen Eira Road. The following year, the Shire of Caulfield invited with City of St Kilda to join its deputation to the Railway Commissioner for the establishment of the station. The department deferred the project indefinitely in 1891, stating that it might be reconsidered if land was made available. This evidently did not occur for over a decade, and it was not until 1911 that drawings were prepared for the new station, which opened two years later (PPHR 2015:16-17).

The area around Glen Eira Road, east of the railway, was mostly developed from around the First World War and this was the reason for construction of a station. The Quat Quatta and Erindale Estates were subdivided in 1911.

The area on the west side of the railway station was developed to provide public gardens, now known as the Burnett Grey Gardens. In 1923 the St Kilda Council obtained permission from the Victorian Railway Commissioners for 'beautification' of the land. Council's Parks and Gardens committee prepared a scheme and by 1929 the area was described as 'certainly very beautiful' (*The Prahran Telegraph*, 5 October 1923 p.6, 11 October 1929, p.3).

However, land on the east side adjacent to Glen Eira Avenue remained vacant, as it was the intention of the Victorian Railways to construct shops on the land. In June, 1923 St Kilda Council, acting on behalf of the Ripponlea Progress Association, presented a deputation to the chairman of the Railways Commissioners, Mr. Clapp, protesting against the proposal to lease land on both sides of the station for the building of lock up shops (*The Argus*, 7 June 1923, p.6); despite this, and later pleas for the area to be developed as parkland like the west side, the land had been leased and one shop built by 1929 (*The Prahran Telegraph*, 11 October 1929, p.3).

References

Original drawings: no. 1 'New Station Buildings at Glen Eira Road'. Plans, elevations and so on. Scale 8 ft to 1 in. Dated 21/12/1911; No. 2 Sections, details and so on. Scale 2 ft to 1 in. dated 21/12/1911. Both no. 436, bin 11341

'Port Phillip Heritage Review' (PPHR) Volume 1, Version 17, September 2015

Ward, A. and A. Donnelly, in association with the Australian Railway Historical Society, *Victoria's Railway Stations, An Architectural Survey*, unpublished, 1982

Description

The Burnett Grey Gardens is an interwar park, which contain mature specimen plantings of Canary Island Palms and other palms set within lawns. Palms were popular during the interwar period and provide a related setting for the station and the interwar housing along the west side of Morres Street. Another typical interwar planting is the privet hedge that lines both sides the path leading from Morres Street to the Up (west side) station building. Within the gardens on the east side are interwar shops, which are rendered and parapetted in the inter war Stripped Classical style. Also on the east side is a retaining wall along Glen Eira Avenue, which is constructed of brick with bluestone coping.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay in the Port Phillip Planning Scheme.

Primary source

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

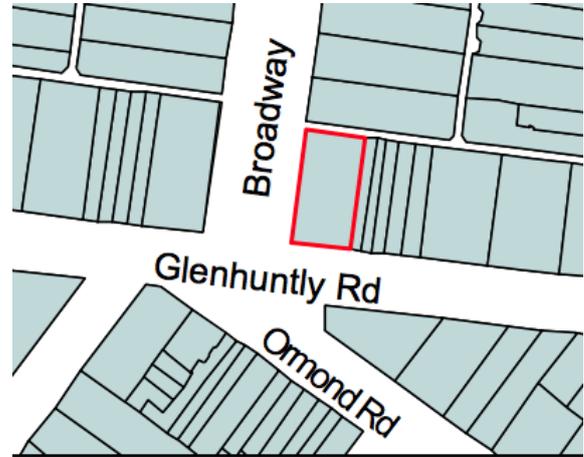
Other images



City of Port Phillip Heritage Review

Place name: Elwood Post Office (former)
Other names: Cafe

Citation No:
1992



Address: 75 Glen Huntly Road, Elwood

Category: Post Office

Style: Interwar: Stripped classical

Constructed: 1925

Designer: H.J. Mackenall

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct: Elwood: Glen Huntly Road, Ormond Road

Heritage Overlay: HO8

Graded as: Significant

Victorian Heritage Register: No

Significance

What is significant?

The former Elwood Post Office, constructed in 1925, at 75 Glen Huntly Road, Elwood is significant. It is a single storey building in the interwar Classical style with ruled, rendered walls and a hipped terra cotta tile roof. The corner entrance has arched openings and the windows to the main elevations are double hung timber sash that are recessed in a tri-partite arrangement.

The apartment building at the rear of the post office and other non-original alterations and additions are not significant.

How is it significant?

The former Elwood Post Office is of local historic and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is historically significant as the first post office within Elwood. It is associated with the growth of the suburb during the interwar period and demonstrates the development of Elwood Junction as a local shopping centre. (Criterion A)

It is aesthetically significant as one of the key buildings dating from the interwar period that surround this intersection. Stylistically, the Classically based detailing relates to the former State Bank opposite, both of which contrast with the other buildings around the intersection. (Criterion E)

Thematic context

Victoria's framework of historical themes

3. Connecting Victorians by transport and communications: 3.7 Establishing and maintaining communications

6. Building towns, cities and the garden state: 6.3 Shaping the suburbs

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Post offices

John Batman was appointed as the first postmaster in 1836 and in 1842 the first government building for postal services in Melbourne was opened at the corner of Elizabeth and Bourke streets (NAA). The first post offices outside of Melbourne were often established in shops or municipal buildings before a permanent building was provided. For example, the Emerald Hill Post and Telegraph Office opened on 3 October, 1857 and operated from what is now 319-321 Clarendon Street, later moving to within the south-east corner of the newly completed South Melbourne Town Hall (PPHR Citation 1101).

As Victoria grew in the wake of the gold rush the Colonial government began to construct permanent post offices in suburban Melbourne and regional centres. At Port Melbourne, a post office was erected in 1861 at the corner of Bay and Rouse streets and formed part of a cluster of early government buildings, including the Police Station and Court House located opposite, the (demolished) telegraph station on Bay Street immediately to the south, and the Customs House on the corner of Nott and Beach Streets (PPHR Citation 246). At St Kilda the Post Office was opened in March 1876 on a site in High Street (now St Kilda Road) at the corner of Inkerman Street in what was then the main shopping district in St Kilda (PPHR Citation 165).

After Federation in 1901, the Commonwealth government assumed responsibility for postal services and embarked on a major building program that saw many new permanent post offices established in towns throughout Australia. In Port Phillip, the first new post office built by the Commonwealth was opened at South Melbourne in 1913.

Elwood Post Office

Elwood, situated on the low-lying land to the south of the St Kilda hill became attractive as potential residential land given its proximity with St. Kilda and the City during the first decade of this century. The filling of the swamp, the re-alignment of the Elster Creek and its transformation into the Elwood canal was virtually complete by 1905 and it remained for the Victorian Railways with the ardent support of Thomas Bent, premier, treasurer and minister for railways, to construct an electric tramway linking Elwood and points south with the rail head at St. Kilda, which was opened on 5 May 1906. Major land sales followed in 1908 and 1913 with blocks being provided of a size sufficient for freestanding villas and bungalows. Elwood was an early suburb demonstrating new and more spacious living standards made possible only by the provision of fast electric tramway services. Others beyond the limits of the City of Port Phillip were to follow soon afterwards (PPHR 2015:33).

The completion of the swamp reclamation project in 1910, and the first sales of the reclaimed land three years later, spurred even more intense development in that part of the suburb. Over the next few years, streetscapes of new housing spread along newly-formed Addison Street, Ruskin Street, Meredith Street and Broadway. Commercial development soon followed, with ubiquitous corner shops and others flanking the

intersection of Meredith and Addison streets. Elsewhere, modestly- scaled housing estates continued to proliferate. These also developed very swiftly (PPHR 2015:33).

During the 1910s, intense residential settlement in Elwood prompted the expansion of associated infrastructure. The first purpose-built church in Elwood also appeared around this time – a modest timber structure in Mitford Street for the local Methodist congregation, designed in 1910, which was followed, two years later, by a similarly understated timber building for the Presbyterians in nearby Scott Street. More conspicuous brick churches followed in the later teens, with St Bede's Anglican Church in Ormond Road (1916), and a new and larger Methodist church in Mitford Street (1918; demolished). The local Roman Catholic congregation, meanwhile, had acquired a site in the new Normandy Street subdivision in 1914, where they established a denominational school in 1918. A purpose-built church, however, would not be completed for another decade. The Methodists had already operated their own day school in Mitford Street from the early 1910s; however, it was not until 1917 that the first state school opened, on the opposite side of Poet's Grove (PPHR 2015:33-34).

Retail development also expanded significantly during the 1910s. At the same time that isolated corner shops began to spring up in the suburb's north-east, a shopping strip began to spread along that portion of Tennyson Street near the new Presbyterian church and the burgeoning subdivisions of Rothesay Avenue (1911) and Austin Avenue (1914). More extensive commercial expansion occurred along Ormond Road and Glenhuntly Road, spurred by the opening of the new tram routes. The intersection of the two tram routes marked an important regional shopping precinct known as Elwood Junction, with the distinctive form of the Alderley Building (1920) on the prominent corner of these two roads. By 1930, there were almost thirty businesses along the north side of Ormond Road (PPHR 2015:34).

The growth of the suburb soon led to the need for an improved postal service. Elwood Post office was constructed around 1925, partly as a result of lobbying by the St. Kilda Council late in 1923. It was located within the burgeoning retail centre at Elwood Junction (Cooper 1931:114-6).

References

Cooper, J.B., *The History of St Kilda: from its first settlement to a City and after 1840-1930*, City of St Kilda, Melbourne, 1931, Volume 2

National Archives of Australia (NAA), Post office records – Fact sheet 50
<http://www.naa.gov.au/collection/fact-sheets/fs50.aspx> [accessed 18 April 2016]

'Port Phillip Heritage Review' (PPHR) Volume 1, Version 17, September 2015

Description

The former Elwood Post Office is a single storey building in the interwar Classical style with rendered walls and a hipped terra cotta tile roof. The corner entrance has arched openings and the windows to the main elevations are double hung timber sash that are recessed in a tri-partite arrangement.

While the original building remains relatively intact, an apartment block has been constructed at the rear, which partly projects over the roof, and there are also additions on the east side.

Comparative analysis

The post offices built during the interwar period were all of standard designs of the Commonwealth Department of Works and Railways when Percy Ohm was Director General of Works, and H.J. Mackennal was Works Director.

The former Elwood Post Office compares with the Balaclava Post Office in Westbury Street, built at the same time to a different design, but with similar Classical detailing. Despite the additions at the side and

rear the original form of the former Elwood Post Office remains legible and the detailing to the main elevations is intact.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

Retain in heritage overlay HO8, as a Significant place.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

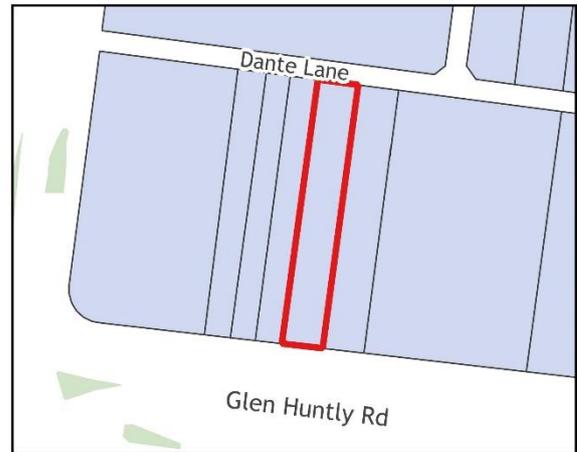
David Bick & Wilson Sayer Core Pty Ltd, *St Kilda Conservation Study Area 2, Volume 1*, 1984

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study, Volume 3*, 1992

City of Port Phillip Heritage Review

Place name: Shops and residence
Other names: Duplex shops and dwellings

Citation No:
1993



Address: 85-87 Glen Huntly Road, Elwood

Heritage Precinct: None

Category: Commercial: shops and residence

Heritage Overlay: None

Style: Postwar

Graded as: Nil

Constructed: 1953

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

A review of this place in 2016 found that it does not meet the threshold of local significance, as there are better comparative examples already within the heritage overlay in the City of Port Phillip.

The statement of significance in the 1992 heritage study is:

An intact single storey shop and dwelling duplex notable for its very unusual central entry and courtyard plan

This complex remains intact, however, the central entry is not very unusual and describing the entry/accessway to the residences as a 'courtyard' is somewhat of an overstatement. The layout of the building does not raise this otherwise ordinary group of shops to the threshold of local significance. In addition, as it was built in 1953, it is not historically important, as it is outside the period of significance associated with the development of Elwood during the interwar period.

Thematic context

-

History

There is no history in the 1992 heritage study.

Examination of building permit records indicates this pair of shops with a residence behind was constructed in 1953.

References

St Kilda Council Building Permit No. U.1610, issued 3 May 1953

Description

No information.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

No action required.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

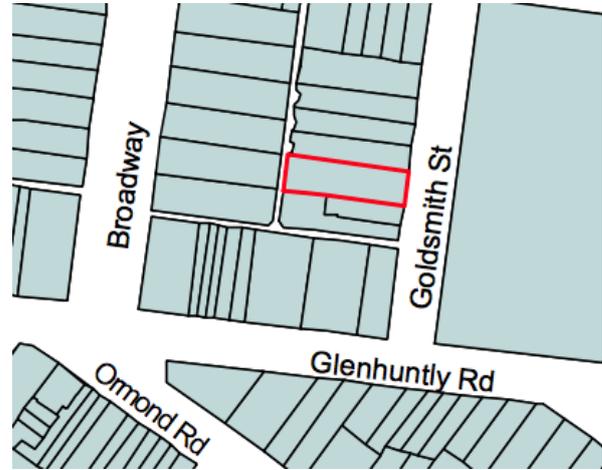
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: **St Germain Flats**
Other names: -

Citation No:
1997



Address: **68 Goldsmith Street, Elwood**

Heritage Precinct: None

Category: **Residential: Flats**

Heritage Overlay: None

Style: **Interwar: Moderne/Functionalist**

Graded as: Contributory outside HO

Constructed: **1941**

Victorian Heritage Register: No

Designer: **J.S. Seccul**

Amendment: **C29, C161**

Comment: **Revised citation**

Significance

A review of this place in 2016 found that it does not meet the threshold of local significance, as there are better comparative examples already within the heritage overlay in the City of Port Phillip.

The statement of significance in the 1992 heritage study is:

One of three virtually identical blocks of flats in the area designed and built by J.S. Seccul around 1941. (See 358 Barkly St and 89 Addison St). Their conventional two storey L-shaped plan is enlivened by four shallow curved bays and a rounded front corner, each carrying wrap-around steel frame windows. The simplified (though by no means minimalist) styling makes them good examples of conventional flat- building of the time. All are in excellent condition, but 68 Goldsmith St stands out as the only one with its original paint finishes intact.

This is a typical, but not outstanding, block of interwar flats with Moderne influences, but in a somewhat 'watered-down' style that has been described as 'Vernacular Functionalist'. According to Heritage Alliance (2005):

Although apartment development in Elwood and St Kilda still flourished during the early 1940s, design and detailing became simpler, no doubt a reflection of more careful spending and, later, limited availability of materials. Apartment blocks tended to be more conventional in form, with hipped roofs and standard windows in place of the bolder flat roofs and corner windows of the late 1930s.

The best example of this style is 'Garden Court' at 73 Marine Parade, Elwood (HO423). 'Garden Court' is distinguished by its stark and volumetric form and ribbon window combined with more conventional elements such as the hipped roof. It is also significant as a design by the prominent local architect, J.H. Esmond Dorney.

By comparison, the flats at 68 Goldsmith Street have conventional form and detailing and, given the c.1941 construction date, some elements (e.g. the semi-open stairs) are very old-fashioned. In addition, since the 1992 heritage study the flats at 68 Goldsmith Street have been renovated and no longer retain the original paint finishes. This block (and the others cited in Barkly Street and Addison Street) would be Significant within a precinct, but is not of individual significance.

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

One of three virtually identical blocks of flats in the area designed and built by J.S. Seccull around 1941. (See 358 Barkly St and 89 Addison St).

References

-

Description

Two storey interwar flats with a conventional two storey L-shaped plan that is enlivened by four shallow curved bays and a rounded front corner, each carrying wrap-around steel frame windows with horizontal glazing bars, which demonstrate the Moderne influence. The walls are of roughcast render with clinker brick panels. Access to the first floor flats is via semi-open staircases.

Comparative analysis

Same design as 'Romadon' 358 Barkly Street (with shortened rear wing) and 'Rappelle' 89 Addison Street.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

No action required.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016



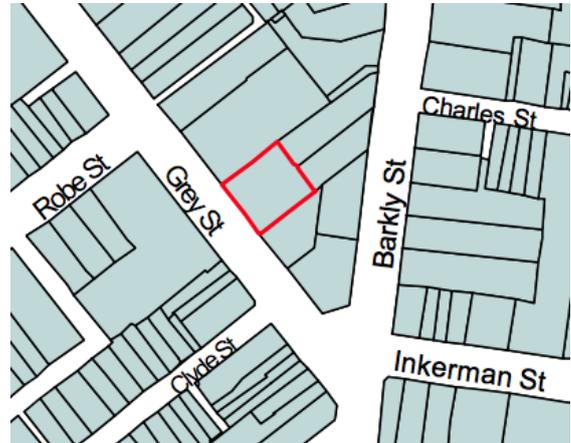
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: Greycourt
Other names: Bungalow Court Flats

Citation No:
2002



Address: 96 Grey Street, St Kilda

Heritage Precinct: St Kilda Hill

Category: Residential: Flats

Heritage Overlay: HO5

Style: Interwar: Arts & Crafts

Graded as: Significant

Constructed: 1920

Victorian Heritage Register: No

Designer: Richardson & Wood

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

'Greycourt', designed by Richardson & Wood and constructed in 1920, at 96 Grey Street, St Kilda is significant. This is an example of the 'Bungalow Court' flat type comprising four dwellings around a central courtyard, now converted to a driveway. The walls are roughcast with brick details to the verandah piers and around the arched entrances to some flats. The hip and gable roofs extend to form porches over the entrances to three of the flats, and there have shingles to the gable ends. The architects have attempted to individualise each of the four units, using slight variations to porches and feature windows, reflecting the concern in the development of the 'Bungalow Court' type to create an 'unflatlike' living environment.

Non-original alterations and additions are not significant.

How is it significant?

'Greycourt' at 96 Grey Street, St Kilda is of local historic and architectural significance to the City of Port Phillip.

Why is it significant?

It is significant as an early example of the 'Bungalow Court' type that demonstrates the experimentation with multi-dwelling and flat types occurring in St Kilda during the early twentieth century and forms part of an important collection of flats within the St Kilda Hill area. It is also significant as a design by architects Richardson & Wood who designed a number of multi-dwelling developments that demonstrate the evolution of flat types in St Kilda in the 1910s and 1920s. (Criteria A & D)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Higher density living in St Kilda and Elwood

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. I, pp.34-5)

St Kilda experienced phenomenal growth of flats during the 1920s and 1930s. In 1920 there were 527 purpose-built flats in 92 blocks in St Kilda. By 1925 this had increased by over 50% to 884 flats in 164 blocks, the numbers boosted by large complexes such as 43-flat 'Ardoch Mansions' complex in Dandenong Road. The numbers of flats then almost doubled to 1,679 in over 300 blocks between 1925 and 1930 and by 1935, despite the slowing down of development during the Great Depression, there were more than 2,800 flats in over 500 blocks. A further 2,000 flats were added by 1940; however, the onset of World War II slowed development. Nonetheless, by 1947 St Kilda contained 5,500 purpose-built flats, a quarter of all flats in Melbourne (O'Hanlon 1999:182, 196-198).

'Greycourt', 96 Grey Street

Until the early 1900s this property formed part of an allotment that extended through to Barkly Street. There was a house at the north end close to Barkly Street with a verandah overlooking the deep yard leading down to Grey Street (MMBW). By 1909 this property was owned by Alfred Nance (LV).

'Bungalow Court' was constructed in 1920 facing Grey Street as an investment for the owner Mr. Nance. The architects were Richardson & Wood (BP). Mr. Nance rented out the flats and after his death in 1925 ownership passed to his widow, Margaret. Known as 'Greycourt', the tenants in 1925 included Miss Flora Levy, F.J. Alderson, Edward Fenton and Mrs. M. Sutherland (SM).

Richardson & Wood, architects

The partnership of Richardson & Wood was formed in 1912. Frank G. Richardson had been in practice since 1894 and in 1911 he was involved with several large projects with the larger firm of Twentyman & Askew, which included shops and a picture theatre in High Street, Northcote. Herbert Wood, who was born and raised in London, arrived in Melbourne in 1887 and entered into practice with George McMullen. He later became manager of the architectural department of Rocke and Company, but when this firm was absorbed into the Wunderlich Group he left to commence practice with Richardson. Richardson and Wood appear to have had a practice of a general rather than specialised nature, although they were involved in the design of about twenty picture theatres and three town halls. They also undertook many residential commissions. The partnership ended in 1929 with Wood's death. Richardson continued in practice alone, but little is known of his work in the following years. One of his last known commissions was in 1937 for a funeral parlour in St Kilda Road, South Melbourne (Lewis & Aitken 1992: 78-9).

In Port Phillip, Richardson & Wood designed several houses and flats in St Kilda and Elwood in the 1910s and 1920s, as well as the Parish Hall for Christ Church in Acland Street, St Kilda. One of their first known commissions was the pair of houses at 245 & 245A Barkly Street, St Kilda, which were built in 1914. In 1919 a permit was issued for three brick shops in Barkly Street, but this does not appear to have been built. Next was this development at 96 Grey Street, which was followed in 1923 by 'Belmont' flats at 86 Alma Road, and finally in 1927 by a mixed use development comprising two shops and residences with two flats above at 93 & 95 Chapel Street.

References

Land Victoria (LV) Certificate of title Vol. 3330 Fol. 982

Melbourne & Metropolitan Board of Works (MMBW) Detail Plan No. 1365, dated 1897 (State Library of Victoria website)

Nigel Lewis Richard Aitken P/L, *City of Malvern Heritage Study Appendix 1: Architects of Malvern*, June 1992

O'Hanlon, Seamus, 'Home together, Home apart: Boarding house, hostel and flat life in Melbourne c.1900-1940', PhD Thesis, History Department, Monash University

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Sawyer, Terry, 'Residential Flats in Melbourne: the development of a building type to 1950', Honours thesis, Faculty of Architecture, Building and Planning, The University of Melbourne, 1982

St Kilda Building Permit (BP) No. 4240 issued 21 April 1920

Sands & McDougall Directory (SM), various dates

Description

'Greycourt' at 96 Grey Street, St Kilda is an example of the 'Bungalow Court' flat type comprising four dwellings around a central courtyard, now converted to a driveway. The walls are roughcast with brick details to the verandah piers and around the arched entrances to some flats. The hip and gable roofs

extend to form porches over the entrances to three of the flats, and there have shingles to the gable ends. The architects have attempted to individualise each of the four units, using slight variations to porches and feature windows, reflecting the concern in the development of the 'Bungalow Court' type to create an 'unflatlike' living environment.

The complex has suffered from some unsympathetic alterations including the conversion of the original garden into car parking and its partial enclosure with high fences, the replacement of the front fence, the replacement of the roof tiles (although the original terra cotta shingles survive on the angled bay window to the front apartment on the right) the glazing-in of verandahs and porches and the painting over of its natural Arts & Crafts finishes.

Comparative analysis

'The Canterbury', built in two stages in 1914 and 1919, at 236 Canterbury Road, St Kilda is generally acknowledged to be the first purpose-built residential flats in Port Phillip, and one of the earliest in Melbourne. While the 'Majestic Mansions' in Fitzroy Street was completed two years earlier, not all of the residences in that building were fully self-contained. Stylistically, early flats in Port Phillip broadly fit into one of two types: Arts & Crafts Bungalows, and Freestyle (which incorporated elements of various styles).

The Arts & Crafts and California Bungalow styles, which originated from single-storey, single-family homes ('bungalows'), are characterized by features including the use of contrasting textures and materials on facades (such as facebrick, roughcast render, timber shingles and brackets to gables); entrance porches beneath the main roof supported on heavy battered piers or paired timber posts or columns resting on low piers; simple, geometric decoration created by projecting bricks or small voids (e.g., hit and miss brick walls); box windows (with timber frames that project from the wall, resting on timber or brick corbels) and semi-circular windows and openings.

There are many examples of Arts & Crafts style flats in St Kilda, several of which were designed by the prominent designer/builder Howard R. Lawson such as 'Wimmera' (1917) and 'Clairvaux' (1917). 'Biltmore' (1922-23), which is included on the Victorian Heritage Register, is another fine Arts & Crafts design with Oriental influences.

The buildings in Port Phillip by Richardson & Wood are all in the Arts & Crafts style. 'Belmont', in particular, demonstrates Richardson & Wood's skill with the style: included on the Victorian Heritage Register, the citation describes the flats as 'an extraordinary and essentially intact interpretation of the English Arts and Crafts tradition' that are 'contemporary with the American exploration of this tradition and shows the influence of the developing California Bungalow style'. The Christ Church Parish Hall is also a fine and intact Arts & Crafts style hall. While 96 Grey Street demonstrates the influence of the Arts and Crafts style through the use of materials such as roughcast, shingles, and the arched openings, it is less intact than the cited examples.

96 Grey Street also demonstrates the exploration of Richardson & Wood of multi-dwelling development types beginning with the duplex at 245 & 245A Barkly Street through to the 'Belmont' flats and mixed use development at 93-95 Chapel Street, as well as the experimentation with flat design that was happening within St Kilda and Elwood in the period before and after World War I and is illustrated today by an extraordinary collection of flats, particularly within the HO5 St Kilda Hill precinct. Specifically, it is an early example of the 'Bungalow Court' type. According to Sawyer (1992:13-4) the shortage of houses and the desire for smaller, more manageable homes had been a factor in the development of flats, but the continual concern with privacy and the unsuitability of flats for families led developers to seek alternatives. One of these was the 'Bungalow Court' concept, which was introduced as early as 1916 when it was described in an article in the *Real Property Annual*. The one and two roomed units were grouped around a U-shaped courtyard in pairs with no fences or hedges between them. However, Sawyer (1992:14) concludes that 'the old concern with lack of privacy once again surfaced and the concept does not appear to have gained a ready acceptance in Australia at this time'. Nonetheless, the 'Bungalow Court' concept did eventually

evolve into the courtyard flat types, where flats were grouped around a semi-enclosed garden court, which emerged by the 1930s.

96 Grey Street is one of two 'Bungalow Court' examples cited by Sawyer and is the earliest known example in Port Phillip (and, by extension, the metropolitan area). The other is 45 Jackson Street, St Kilda, which (as Sawyer notes) doesn't really fit the type, as it comprises a rectangular block with no courtyard. A better example is 27-29 Jackson Street, which comprises attached dwellings in a U-shape around a central garden courtyard. Both of the Jackson Street developments date from the early 1930s and are within the HO5 St Kilda Hill precinct.

The other 'Bungalow Court' flats in Port Phillip date from 1940-41 ('Cromer Court', 22-24 Kingsley Street, Elwood, individual HO421) and 1957 ('Southey Court', 2 Southey Grove, Elwood, individually significant within HO7 precinct).

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Add to the HO5 St Kilda Hill Precinct. Show as a Significant place on the Port Phillip Heritage Policy Map.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

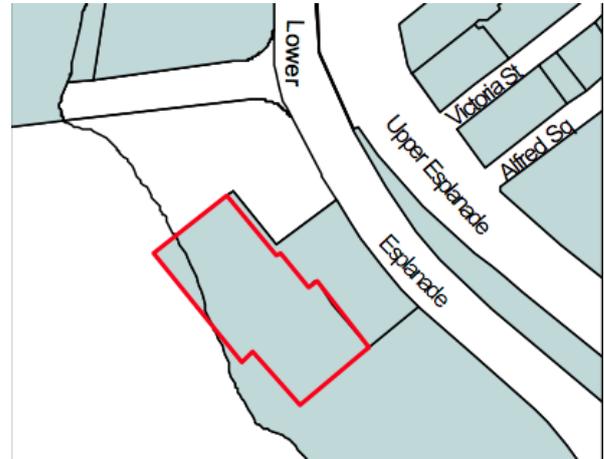
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: St Kilda Sea Baths
Other names: St Kilda City Baths

Citation No:
2031



Address: Jacka Boulevard, St Kilda

Heritage Precinct: None

Category: Swimming baths

Heritage Overlay: HO168

Style: Interwar Mediterranean/Spanish Mission

Graded as: Contributory

Constructed: 1931

Victorian Heritage Register: No

Designer: St Kilda City Engineers

Amendment: C161

Comment: Revised citation

Significance

The buildings and most of the original fabric associated with this place have been demolished/removed.

The former statement of significance is:

This building is of significance as a type: it is a remnant of one of only a few structures built in Australia to function as a sea baths complex, and, of these, was in its heyday among the largest of this type in Australia. It is the last in a line of sea baths for which St Kilda was famous in the nineteenth century and into the twentieth century, and represents a culmination of this type of complex in Victoria. It forms part of a collection of structures on Jacka Boulevard which reflect the use of St Kilda as Melbourne's prime seaside and recreational resort in the first half of this century. The building itself is an excellent example of resort architecture of the period. Its Moorish domes form a highly characteristic landmark on the Foreshore.

Thematic context

-

History

This building was constructed to replace a series of privately owned enclosed sea baths acquired by the St Kilda City Council during the 1910s and 20s, most of which dated from the 19th century. The building was

part of an overall scheme by the Council to improve bathing facilities on the St Kilda foreshore, but by the time the building was completed in the early 1930s, the concept of enclosed sea baths was largely outmoded. Bathers preferred to use the Council's Open Sea Bathing Pavilions built as part of the scheme and the baths, the largest of their type to be built in Australia, were never as successful as had been originally envisaged. Like the beach pavilions, they were leased to private operators.

The buildings were designed in a Moorish style by the City Engineer's Department, matching the general style established by Luna Park and the Palais. The structure was of reinforced concrete, and the building provided generous accommodation including separate men's and women's baths and gymnasiums, a main cafe, open air cafe, kitchen, servery and retiring rooms. Hot sea water baths were also provided, along with sunbathing balconies.

The decline of the baths started during the Second World War when maintenance workers for the St Kilda City Council were seconded to war time duties, and public facilities fell into disrepair. By 1954 the baths were largely derelict, and the Council closed them down. The Council's interest in the property was then sold to a private company, South Pacific Holdings, which proposed to restore the women's baths, the hot sea baths and the cafe, and build a still water pool and remove the remains of the men's baths. The pool was reopened in October 1956, but the tradition established by the Foreshore Committee of leasing property to private operators and using the proceeds for beautification projects did not work in the case of the difficult to maintain baths building. The building continued to decline, with various nightclubs and a health club occupying the remnants of the structure. A bid to demolish the building was made in 1980, which failed for reasons related to the lease of the building.

In the mid-1990s approval was finally given to redevelop the complex. Originally, it was proposed to incorporate intact sections of the original building into the new development. However, in the end all of the 1930s building was demolished. Only the copper cupolas were retained and re-instated on the reconstructed towers, designed to resemble the originals. Otherwise, the present complex bears little resemblance to the building constructed in 1931.

References

Cooper, J.B., *The history of St Kilda*, Volume 2, 1931, p.225

Description

No information.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

2016: Retain in HO. Change grading to Contributory. Review significance of place to determine whether there are strong social values.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

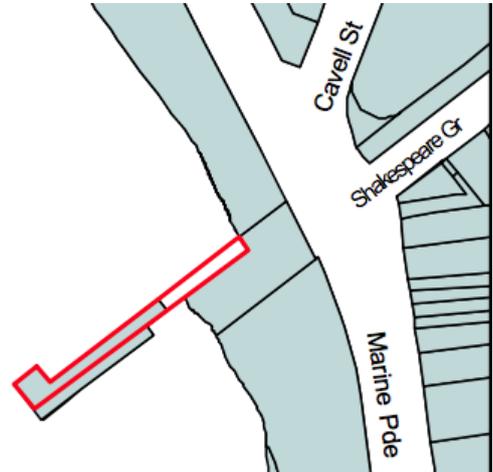
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Identifier: Brooke's Jetty
Formerly: Brook's Jetty

Citation No:
2036



Address: Jacka Boulevard, St Kilda

Heritage Precinct: St Kilda Foreshore

Category: Pier

Heritage Overlay: None

Style: Not applicable

Graded as: Contributory outside HO

Constructed: c.1915, c.1933

Designer: Unknown (St Kilda City Engineers?)

Amendment: C161

Comment: Revised citation

Significance

The following is an interim statement of significance, which should be reviewed and updated following a full assessment of this place.

What is significant?

As part of the foreshore improvements by St Kilda Council carried out in the early twentieth century the timber lined drain alongside the Brooke's Bros. boat shed was covered with a deck to form a wide pier and breakwater, and an 'L' shaped timber jetty added at the end. The section over the drain was replaced in concrete ca. 1933. In 2015 the timber jetty was removed.

How is it significant?

The remnants of Brooke's Jetty, St Kilda are of local historic and social significance to the City of Port Phillip.

Why is it significant?

They are significant as evidence of the improvements made to the St Kilda foreshore during the early twentieth century and as a reminder of Brooke's Jetty, which was an important local landmark until its

removal. The community outcry at the partial demolition of the Jetty demonstrates the strong community attachment to this place. (Criteria A, E & G)

Thematic context

-

History

As part of the foreshore improvements ca 1897-1912 the timber lined drain alongside the Brooke's Bros. boat shed was covered with a deck to form a wide pier and breakwater, and an 'L' shaped jetty added at the end. The section over the drain was replaced in concrete ca. 1933 (SKHS).

The timber section of the jetty was removed in 2015.

References

St Kilda Historical Society website (SKHS) 'Brooke's Jetty',
<http://stkildahistory.org.au/history/foreshore/item/213-brookes-jetty> [viewed 18 March 2016]

Description

A concrete platform above a stormwater outlet, that extends about 50 metres into the water at the south end of St Kilda Beach. The platform is aligned on the axis of Shakespeare Grove, and the view down the Grove toward it is framed by the pair of Moderne pylons adjacent to Jacka Boulevard.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Review significance of place to determine whether there are strong social values and if application of the heritage overlay or some other form of protection or recognition would be justified.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

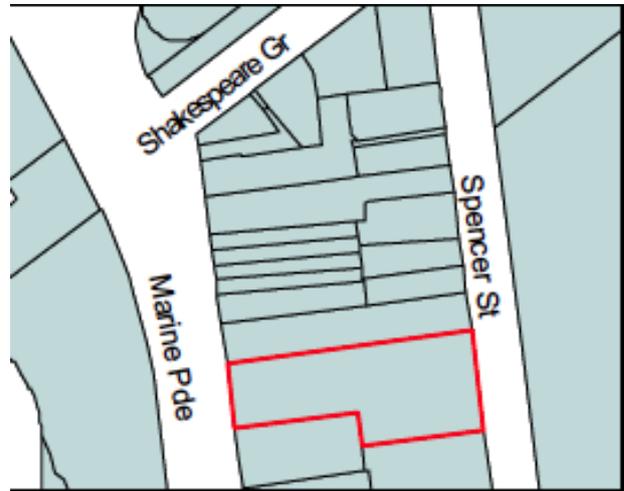
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: Edgewater Towers
Other names: Flats

Citation No:
2049



Address: 12 Marine Parade, St Kilda

Category: Residential: Flats

Style: Postwar: International

Constructed: 1960-61

Designer: Mordechai Benshemesh

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct Overlay: HO510

Heritage Overlay: Recommended

Graded as: Significant

Victorian Heritage Register: No

Significance

What is significant?

'Edgewater Towers', designed by Mordechai Benshemesh and constructed in 1960-61, at 12 Marine Parade, St Kilda is significant. It is a thirteen-storey apartment block in the International Style. Typical of the style, it is completely stripped of any applied ornamentation and decoration, and is characterised by rectilinear forms and the use of glass and steel with reinforced concrete surfaces painted plain white. The projecting front and side balconies provide a nod to the bayside location, particularly in trying to secure views for apartments not located to the front. Externally, the most visible alteration has been the enclosure of many of the balconies.

Non-original alterations and additions are not significant.

How is it significant?

'Edgewater Towers' at 12 Marine Parade, St Kilda is of local historic, architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

'Edgewater Towers' is significant as one of the first large scale residential 'high rise' apartment buildings in Port Phillip and Melbourne. It introduced a new concept of luxury 'own your own' apartment living that encouraged the building of similar apartment blocks in St Kilda and South Melbourne over the following decades, and forms part of an extraordinary collection of flats in St Kilda that demonstrate the history of flat building in Melbourne during the twentieth century. It was the first high-rise apartment design by Mordecai Benshemesh and is said to have secured his reputation as a leading designer of high-density residential developments in Melbourne. (Criteria A & H)

'Edgewater Towers' is an example of the International Style as applied to multi-level residential buildings. This is demonstrated by its monumental scale, rectilinear forms, use of plain white concrete surfaces, and the 'skin' of glass and steel. (Criterion D)

It has aesthetic significance as a landmark building on the St Kilda foreshore. (Criterion E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Flat development in St Kilda and Elwood

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol.1, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930's. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930's one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and



progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. 1, pp.34-5)

Another boom in flat-building began in the mid-1950s. This was fuelled by population growth and a housing shortage after World War II, changes to building codes and the introduction of company title (and later stratum and strata-title) that enabled flats to be sold individually as 'own your own' units. The scale of flats grew larger; While the nine-level 'Stanhill' flats in Queens Road, designed by Frederick Romberg in 1942 but only completed in 1950, was perhaps the first true 'high-rise' apartment building in Port Phillip (and, at the time, the tallest in Melbourne), the thirteen-storey 'Edgewater Towers', opened in 1961, is credited with popularising the concept of luxury high-rise living in Port Phillip. Between 1961 and 1971 flats increased from 38% to 62% of all dwellings in St Kilda. The boom in flat building saw St Kilda's population increase by 10,000 people at a time when the populations of other inner-city suburbs were declining.

'Edgewater Towers'

'Edgewater Towers' was designed by Mordecai Benshemesh during 1959-60 and constructed during 1960-61. Sir Horace Petty, state Minister for Housing and Immigration (and an advocate of high density living) officially opened the building on 4 March 1961. When completed 'Edgewater Towers' was advertised as 'everything you'd find in a Manhattan building... only minutes from Collins Street'. Features included automatic express lifts, terrazzo paving, and ground floor shops and offices. The building contained one hundred one or two bedroom stratum titled apartments, each with private balconies, laundry and garbage disposal chutes, lounge rooms and dinettes, and feature walls (*The Age*, 4 November 1960).

Each floor contained four one bedroom and four two bedroom flats. The ground floor restaurant "The Reef" (which had a nautical theme with fishing nets and other nautical paraphernalia) later became a milk bar, which remained until it was converted to a three bedroom flat in the mid-1980s. A kiosk planned for the lobby was never operated as one and the space was converted for bike storage (24 bikes) in the mid-1990s (Wikipedia).

The construction of 'Edgewater Towers' garnered a significant amount of coverage in the media of the day including newspapers and architectural publications. A May 1960 article in 'Foundations' magazine reported "... a great deal of interest has been created in this project, because it will obviously be the forerunner of a number of similar structures in the long-overdue redevelopment of Melbourne's inner suburban beach areas" (*Foundations Magazine: the journal of architecture, engineering and building*, No.5, May 1960, p.61).

Mordecai Benshemesh, architect

Mordechai Benshemesh (1911-1993) was born in Tel Aviv, and migrated to Australia in 1939 where he spent the next decade employed in the offices of several notable Melbourne architects, namely Arthur W. Plaisted (from 1940-41) and Harry R. Johnson (from 1946-49) before commencing his own practice around 1950. According to Built Heritage:

He soon became well-known as a designer of multi-storey apartment blocks, mostly located in the St Kilda area, where he was living at the time. These projects began on a modest scale, typified by the small three-storey block of flats at 285 (now 289) Barkly Street (1953), but, by the end of that decade, had become considerably larger and more ambitious. In 1960, Benshemesh garnered much publicity for Edgewater Towers, a 13-storey apartment block that towered over St Kilda's iconic beachfront boulevard and secured Benshemesh's reputation as the city's leading designer of high-density residential developments.

Such was Benshemesh's standing in this specialist field that, in 1961, he was one of three leading Australian architects (together with Harry Seidler and Neville Gruzman, both from Sydney) invited to participate in a forum on the topic of multi-story apartment buildings, the transcript of which was later published in Foundations magazine.

While best known for his multi-storey apartment blocks, Benshemesh also designed some similarly-scaled office buildings, mostly along St Kilda Road, Albert Road and Queens Road, as well as some institutional and industrial commissions (Built Heritage).

References

Built Heritage Pty Ltd, “Mordecai Benshemesh”, Dictionary of Unsung Architects, www.builtheritage.com.au [viewed 30 April 2016]

Edgewater Towers Wikipedia page https://en.wikipedia.org/wiki/Edgewater_Towers [viewed 30 April 2016]

St Kilda Council building permit (BP) No. 57/1323, issued 27 May 1960. Various building approvals issued throughout 1960s and 1970s for enclosure of balconies

Description

‘Edgewater Towers’ is a thirteen-storey apartment block in the International Style. Typical of the style, it is completely stripped of any applied ornamentation and decoration, and is characterised by rectilinear forms and the use of glass and steel (the exterior cladding - glass and steel - is often separated from the load bearing structure – concrete - and the effect is of a taut skin drawn around the frame of the building) with reinforced concrete surfaces painted plain white, which is part of the visual aesthetic of the International style. The projecting front and side balconies provide a nod to the bayside location, particularly in trying to secure views for apartments not located to the front. Externally, the most visible alteration has been the enclosure of many of the balconies.

The fence of concrete masonry and ‘breeze blocks’ appears to be an addition to the site, although the screen of similar design behind the fence is likely to be part of the original concept.

The lobby is elevated to capture the bay and park views and features cantilevered roof canopies above both entrances, clerestory windows above a curved wall of Castlemaine slate, terrazzo flooring and columns of blue and pink mosaic glass tiles. Copper mail boxes are said to be original (originally external, relocated inside shortly after Edgewater opened and integrated into a recycled timber screen in 2012). Other original internal features are said to include:

- The curved privacy screen before the two public restroom doors;
- Resident directory board (black felt with white plastic letters); and
- Rockery planter with green plastic curtain/screen.

Some original internal features such as the corridor clerestory glazing for borrowed daylight and mail chute were removed or closed off during fire life safety upgrades. The original very heavy swinging glass and timber entrance doors were replaced with aluminium framed glazing and automatic sliding doors in 2014. There is parking on grade for 95 cars at the east end of the building including 12 undercover carports.

Comparative analysis

Multi-level flats in Port Phillip

‘Edgewater Towers’ is often described as the first ‘high rise’ apartment block in Port Phillip and one of the first in Victoria. While there is not an internationally agreed definition of high rise buildings, some definitions that are based on the limits of the maximum reach of fire-fighting equipment cite a range of seven to ten stories as the minimum height for building to be deemed ‘high rise’.

Using this definition no true ‘high rise’ blocks were built in Port Phillip prior to World War II and until the 1940s most apartment blocks in Melbourne were two or three storeys, with a smaller number of four or five storey blocks, many within the central city. A notable exception was ‘Alcaston House’, a seven-storey

apartment block built in 1929 at the corner of Collins and Spring streets in Melbourne. Designed by the prominent architects, A & K Henderson, it remained the tallest apartment block in Melbourne until the post-war era.

In the 1920s and 1930s there were several schemes for flats of six storeys or more in St Kilda, but none came to fruition. Until World War II, the tallest apartment blocks in Port Phillip were of five storeys: the 'Majestic' (1913-14) and 'Ritz Mansions' (1927), both in Fitzroy Street where a 1926 scheme for a seven storey block did not eventuate. Another unrealized scheme dating from 1936 would have seen an eleven-storey block containing over 200 flats constructed at the corner of Acland and Robe streets.

A significant development in multi-level flat design came in 1939 when the 'Newburn' flats were built in Queens Road. Designed by renowned émigré architect, Frederick Romberg (in association with Mary Turner Shaw and Richard Hocking, over five levels they were the precursor to the much larger 'Stanhill' apartments, also in Queens Road, that rose to nine levels. Designed by Romberg in 1942, but not completed until 1950, 'Stanhill' remained the tallest in Port Phillip (and Melbourne) until the completion of 'Edgewater Towers'.

Flats were identified as one solution to the post-war housing shortage and at the same time that 'Stanhill' was completed there were several schemes for six and seven level apartment blocks in Chapel Street between Alma Road and Argyle Street, but only one, no. 16A, a six-storey block, was built. The designer is not known, however, one possible candidate is Mordecai Benshemesh, as he prepared plans for a similar, but unrealized scheme on an adjoining site (the plans for 16A Chapel Street have not been located).

Upon completion, 'Edgewater Towers' took over from 'Stanhill' as Melbourne's tallest private apartment block until Robin Boyd's twenty-level 'Domain Park' was completed in 1962.

In Port Phillip, 'Edgewater Towers' was followed by another Mordecai Benshemesh design, 'Questa Heights' at 21 The Esplanade, St Kilda (10 stories, 1965), and several designed by Sol Sapir and constructed for developer Nathan Beller over the next five years including 13 The Esplanade and 9 Albert Square, St Kilda (10 and 9 storeys, respectively, 1967), 'Sunset Beach Tower' 350 Beaconsfield Parade, St Kilda (12 storeys, 1967), and 'The Plaza' 333 Beaconsfield Parade, St Kilda (16 storeys, 1968-70).

The other builder of high-rise flats in Port Phillip in the post-war era was the Housing Commission of Victoria. The first high-rise block constructed by the Commission in Port Phillip (and the first in Victoria) was the seventeen-storey Emerald Hill Court in Dorcas Street, South Melbourne completed in 1962. Subsequent HCV flats in Carlton, Fitzroy, Collingwood, Richmond and Flemington rose higher still, culminating in the 45 storey 'Park Towers', in Park Street, South Melbourne, which was completed in 1969.

Modernist flats in Port Phillip

Port Phillip contains some of the earliest and most important examples of Modernist flats in Victoria. These include 'Bellaire' (1936) and 'Woy Woy' (1936), both designed by the influential partnership of Mewton and Grounds. The rational planning and austere architectural expression of these flats demonstrates the radical modernist concepts Geoffrey Mewton brought back with him from a period of work and travel in America and Europe (where he was strongly influenced by the architecture of Dudok). The influence of European modernism is also seen in 'Newburn' and 'Stanhill', mentioned above, which are both included on the Victorian Heritage Register.

The International Style provided an easily achievable option for large-scale buildings of the modern industrial era and was intended to maximize the floor area on each site. It could be adapted to different building types, whether industrial, commercial, institutional or residential. 'Edgewater Towers' demonstrates the International style through its monumental scale, rectilinear forms, use of plain white concrete surfaces, and the 'skin' of glass and steel. The modelling of the façades using alternate solid/void of the large balconies as expressed at 'Edgewater Towers' is one of the only concessions in adapting the International Style for residential use.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

Add to heritage overlay as an individual place. Extent of HO to include the whole of the property as defined by the title boundary.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

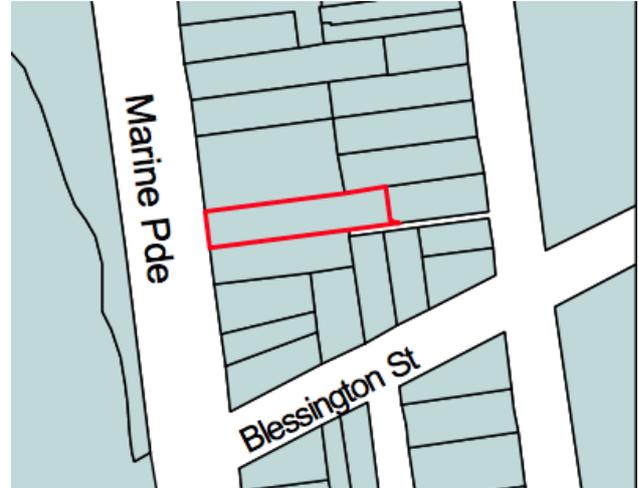
Other images



City of Port Phillip Heritage Review

Place name: Vi-Clageo Hall
Other names: Flats

Citation No:
2051



Address: 23 Marine Parade, St Kilda

Heritage Precinct: None

Category: Residential: Flats

Heritage Overlay: None

Style: Interwar Free Style

Graded as: Contributory outside HO

Constructed: c.1890, c.1930

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

A review of this place in 2016 found that it does not meet the threshold of local significance, as there are better comparative examples already within the heritage overlay in the City of Port Phillip.

The statement of significance in the 1992 heritage study is:

'Vi-Clageo Hall' is a prominent example of a conversion of a Victorian mansion into flats in which a new structure and facade has been built onto the front of the old building. The interesting hooded window treatment and neatly designed porch are notable features.

Since these flats were assessed in 1992 they have been altered (enlargement of ground floor front windows) and there is a visible upper level addition. The window hoods and porch do not elevate it to local significance.

Thematic context

-

History

No information.

References

-

Description

No information.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

No action required.

Primary source

Helms, David, *Port Phillip Heritage Review Update, 2016*

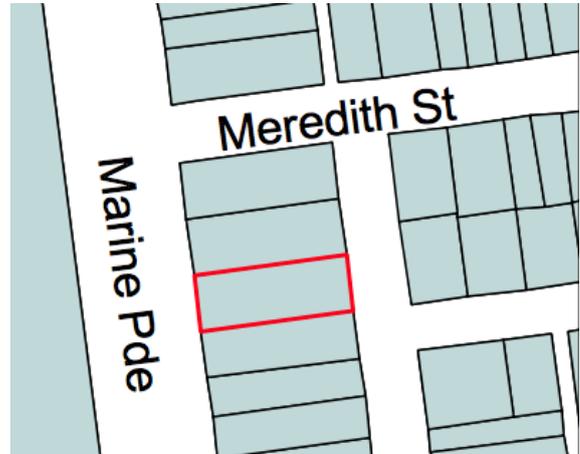
Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study, Volume 3, 1992*

City of Port Phillip Heritage Review

Place name: House
Other names: Attic villa

Citation No:
2053



Address: 69 Marine Parade, Elwood

Heritage Precinct: None

Category: Residential: House

Heritage Overlay: None

Style: Interwar

Graded as: Contributory outside HO

Constructed: c.1920

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

A review of this place in 2016 found that it does not meet the threshold of local significance, as there are better comparative examples already within the heritage overlay in the City of Port Phillip.

The statement of significance in the 1992 heritage study is:

With No 70, forms a pair of prominent attic villas overlooking the bay. Its spectacular curved balcony addition at the front gives it a distinctly maritime flavour and even the house's conspicuous, sunny pink seems somehow appropriate in its sea side context. Its rendered brick front fence is original and intact but the mock Victorian palisade fencing fixed above it is out of character.

This house has been altered and it is a typical rather than outstanding example. The curved balcony detracts from the appearance of the original attic bungalow, as does the high brick fence. The adjoining house at no.70 is a better example of the early houses in this section of Marine Parade, as it is more intact and retains its original or early front fence.

Thematic context

-

History

A brick air raid shelter may still exist on the property (permit no 10945 issued 24/2/42, builder W.H. Langdon, Owner M. Cain).

References

St Kilda Building Permit (BP) No.10945, issued 24 February 1942

Description

With No 70, forms a pair of prominent attic villas overlooking the bay. Its spectacular curved balcony addition at the front gives it a distinctly maritime flavour and even the house's conspicuous, sunny pink seems somehow appropriate in its seaside context. Its rendered brick front fence is original and intact but the mock Victorian palisade fencing fixed above it is out of character.

Comparative analysis

No information.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance (The Burra Charter) 2013*, using the Hercon criteria.

Recommendations

No action required.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: **Woy Woy**
Other names: **Flats**

Citation No:
2055



Address: **77 Marine Parade,
Elwood**

Category: **Residential: Flats**

Style: **Interwar Functionalist**

Constructed: **1936**

Designer: **Mewton & Grounds**

Amendment: **C29, C161**

Comment: **Revised citation**

Heritage Precinct: None

Heritage Overlay: HO301

Graded as: Significant

Victorian Heritage Register: No

Significance

What is significant?

'Woy Woy', designed by Mewton & Grounds and constructed in 1936, at 77 Marine Parade, Elwood is significant. It is a three storey block originally of six one bedroom flats (the top two have now been converted into one). Externally, the building is designed in a severe, Functionalist style. Stripped of ornament, the architectural styling has been achieved entirely through the deft manipulation of its basic geometry. Windows originally appeared as virtual slits in the sheer rendered surfaces, a vertical slit indicating the stairwell above the entrance. Rear wings notched with corner windows were stepped out to afford better bay views. The walls were terminated at a uniform height, forming the parapet around a trafficable roof accessible via the rear stairs. Only at the entrance does a little playfulness appear, where a small articulated cream brick nib emerges from the interior, and the name 'Woy Woy' is picked out in period, almost cartoon-like, lettering.

Non-original alterations and additions are not significant.

How is it significant?

'Woy Woy' at 77 Marine Parade, Elwood is of local historic, architectural and aesthetic significance to the City of Port Phillip.

Why is it significant?

A key Modernist block of flats designed by the influential architects Mewton and Grounds, 'Woy Woy' marks a critical stage in the evolution of Melbourne's residential architecture and forms part of an extraordinary collection of flats in St Kilda and Elwood. Despite recent alterations, it remains a fine example of Functionalist style, and an exemplary contributor to St Kilda's bayside architectural character. (Criteria A, D & E)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.4 Depression and recovery: the inter-war years

History

Higher density living in St Kilda and Elwood

The early twentieth century saw a marked decline in the viability of large mansions across Melbourne's suburbs in general, but it was particularly felt in the more affluent inner southern suburbs such as St Kilda and Brighton, where land was highly sought-after by a new generation of homebuilders seeking smaller detached dwellings, duplexes or flats (PPHR, Vol. I, p.34). The trend toward higher-density living in St Kilda began with the conversion of mansions and terrace houses into boarding houses in the early 1900s and continued with the first purpose-built flats that appeared at the beginning of World War I. A 1919 newspaper article noted:

It was held to be no longer necessary to labour with a house and all the domestic drudgery that entailed when by borrowing Continental ideas, people who could afford it could live in flats... Land has become so valuable the villa of the Victorian days, in a crowded thoroughfare, no longer shows anything like an adequate return of interest on the land's present capital value. It is more profitable to pull the house erected thereon down, and to erect flats. When the flat became popular in England the experiment was made in St Kilda, and it did not take long to discover there was a genuine demand for flats (Prahran Telegraph, 18 October 1919, p.4)

The building of flats accelerated during the 1920s:

In the older parts of the City, the St. Kilda Council supported the redevelopment of existing properties into flats, leading to a trend which accelerated in the 1930s. Longmire notes that St. Kilda was second only to Camberwell in the total value of permits issued in 1937. This rate of development led eventually to the attainment of the highest levels of residential density in Melbourne and during one particular year in the early 1930s one third of all metropolitan flat development. Accommodation included bachelor flats, maisonettes, bungalow courts and mansion flats catering for a range of middle class requirements. The designs were oriented to achieving generously proportioned apartments with the result that lower overall densities were achieved than in the post Second World war period. In the early years, flats were regarded as smart and progressive accommodation and the development of architectural styles was expressive of this status. The transformation of the St. Kilda hill area was overpowering with new accommodation provided cheek by jowl

with the gracious marine villas and mansions of a past era. At the other end of the accommodation market, rooming houses proliferated, providing short and longer term accommodation for visitors, often from country areas. (PPHR, Vol. 1, pp.34-5)

Woy Woy

Constructed in 1936 'Woy Woy' was designed by the highly influential architect Geoffrey Mewton of Mewton and Grounds. It is a three storey block originally of six one bedroom flats (the top two have now been converted into one). A similar block was apparently planned for the rear of the allotment on Lytton Street (1).

In the same year, Mewton & Grounds designed 'Bellaire' at 3 Cowderoy Street, St Kilda (q.v.), also in a Functionalist style.

References

(1) Conversation with the owner, 1990

Port Phillip Heritage Review (PPHR) Volume 1, Version 17, September 2015

Sawyer, Terry 'Residential Flats in Melbourne', Melbourne University Faculty of Architecture, research report, 1982

St Kilda Council building permit No 9416 (plans missing)

Description

'Woy Woy' is a three storey block originally of six one bedroom flats (the top two have now been converted into one). Externally, the building is designed in a severe, Functionalist style. Stripped of ornament, the architectural styling has been achieved entirely through the deft manipulation of its basic geometry. Windows originally appeared as virtual slits in the sheer rendered surfaces, a vertical slit indicating the stairwell above the entrance. Rear wings notched with corner windows were stepped out to afford better bay views. The walls were terminated at a uniform height, forming the parapet around a trafficable roof accessible via the rear stairs. Only at the entrance does a little playfulness appear, where a small articulated cream brick nib emerges from the interior, and the name 'Woy Woy' is picked out in period, almost cartoon-like, lettering.

Alterations to 'Woy Woy' include lowering of the upper floor window sills by about 250mm and replacement of all with aluminium framed plate glass. (The ground floor windows still indicate the original dimensions.), the extension of the front stairs to the rooftop, bringing with them a new window above the vertical "slit" and a new glass and aluminium canopy on the roof. The date "1936" has been added in plaster relief as a final touch.

Internally there have been alterations recently and in the past, but most of the detailing remains reasonably intact.

Comparative analysis

Along with 'Bellaire' at 3 Cowderoy Street, St Kilda (q.v.), 'Woy Woy' was an influential exposition of radical Modernist ideas that had influenced Mewton when he was working and travelling in America and Europe in 1928-33.(2) The interiors were tightly planned, squeezing maximum function into minimum space. Innovations such as built-in meals nooks, for example, (which in 'Woy Woy' are, in fact, distressingly claustrophobic), were to become standard features in Australian kitchens in the Post-War period. Other experiments, such as soundproofing the timber floors with beds of concrete between the joists, perhaps did not catch on.

While the intactness and integrity of 'Woy Woy' has been compromised by the later additions, the alterations are (with the exception of the enlargement of the windows, quite sympathetic to the original scheme.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Add to the heritage overlay, as an individually listed place. No specific controls are required. The extent of the HO is to include the whole of the property as defined by the title boundaries.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Robert Peck von Hartel Trethowan, *St Kilda 20th century architectural study*, Volume 3, 1992

City of Port Phillip Heritage Review

Place name: Hile Terrace
Other names: -

Citation No:
2141



Address: 26-28 The Esplanade, St Kilda

Heritage Precinct: St Kilda Hill

Category: Residential: Terrace

Heritage Overlay: HO5

Style: Victorian Italianate

Graded as: Significant

Constructed: 1885

Victorian Heritage Register: No

Designer: William Pitt

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

'Hile Terrace', designed by William Pitt and constructed in 1885, at 26-28 The Esplanade, St Kilda is significant. 'Hile Terrace' is a restrained example of the Victorian Italianate 'boom style' with decorated central pediment, balustrade, ruled façade, rendered corniced chimneys and characteristic cast iron verandah. In addition to this more typical detailing it has some unusual features including the Serlian windows with collonettes at ground level and the semi-detached columns to the party walls. There is also the original cast iron palisade front fence with large rendered piers embellished with cornices and string courses.

Non-original alterations and additions are not significant.

How is it significant?

'Hile Terrace' at 26-28 The Esplanade, St Kilda is of local historic and aesthetic significance to the City of Port Phillip.

Why is it significant?

It is historically significant as an illustration of the desirability of The Esplanade as a residential address during the nineteenth century. (Criterion A)

It is aesthetically significant as a relatively intact boom-era terrace row, which is notable for the unusual and fine detailing including the Serlian windows with collonettes at ground level and the semi-detached columns to the party walls, and is complemented by the original front fence (Criteria D & E).

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.3 The late nineteenth century boom

History

Contextual history

The development of St. Kilda during the 1840s and 50s has its origins in the attraction of the place as a residential location by the sea and after the 1850s as a well-connected residential area, served by a suburban railway from 1857 and with Yan Yean water from 1860. St. Kilda retained its importance as a seaside resort for "Marvellous Melbourne" throughout the nineteenth century and as a desirable address for Melbourne's elite. A view of the Esplanade c.1870 captures the spirit of the age with the activity on the footpaths overlooking the bay and the sailing ships at anchor (PPHR 2016:26-29).

The population of St Kilda grew rapidly during the building boom of the 1880s, rising from 12,000 in 1881 to 19,000 by 1890.

Hile Terrace

'Hile Terrace', comprising three eight-roomed brick houses, was erected by 1886 as an investment for William Branch. The terrace was named after Sophia Hile, the widowed sister of the owner who occupied one of the houses. The first residents of the other houses were William Brown, a solicitor and James Wilson, a 'gent' (RB). The architect was William Pitt who invited tenders for 'Terrace of three houses, Esplanade, St Kilda' in January 1885. At the same time Pitt also called tenders for a terrace of four houses on a site Acland Street immediately behind this property, also for William Branch (*The Argus*, 1 January 1885, p.2).

Branch retained ownership of 'Hile Terrace' and 'Hile Villas' (the terrace of four houses in Acland Street) until his death in 1895. In May 1895 these two buildings and other property owned by Branch throughout Melbourne were offered for sale. 'Hile Terrace' was described as 'Three handsome brick houses' each containing drawing and dining rooms, four bedrooms, kitchen, bathroom and scullery. The sale notice added:

This is most desirable property, well built, fitted and finished in a superior manner, having elegant verandahs and balconies and ornamental iron palisade fencing, and occupies one of the picked positions in this popular maritime suburb, commanding an extensive and pleasing view of the foreshore, the bay, and shipping. Rental, £170 per annum. (The Argus, 16 May 1895, p.2)

William Pitt, architect

William Pitt (1855-1918) was born in Melbourne and was an architect, public servant and politician working in Victoria, Australia in the later part of the nineteenth century and early twentieth century. Commencing practice in 1879, Pitt that year won first prize for his design for the Melbourne Coffee Palace, the city's first temperance hotel, which, built in Bourke Street, became one of the tallest buildings in Melbourne. In 1883 another award-winning design was used for 'Gordon House' a complex of 'improved lodging houses and

dwellings' in Little Bourke Street. Pitt was highly sought after during the land boom in Melbourne, working almost solely in commercial architecture and becoming one of the most prolific proponents of eclecticism, in particular the Gothic revival and Second Empire styles of architecture. He was responsible for such Melbourne landmarks as the Princess Theatre (one of many theatres he designed in Melbourne, Adelaide, Sydney and New Zealand), and the Olderfleet and Rialto Buildings in Collins Street. In Port Phillip, Pitt designed the St Kilda Town Hall (1889-90) and the former Albion Hotel (Clarendon Hotel), 209-215 Clarendon Street, South Melbourne (1891) (ADB).

References

Australian Dictionary of Biography (ADB) <http://adb.anu.edu.au/biography/pitt-william-8058> [viewed 24 January 2017]

National Trust of Australia (Victoria) File No. 3364

Port Phillip Heritage Review (PPHR), Volume I, Version 19 2016

St Kilda Rate Books (RB) 25 January 1886, nos. in rate 3,317-3,319

Description

'Hile Terrace' is a restrained example of the Victorian 'boom style' with decorated central pediment, balustrade, ruled façade, rendered corniced chimneys and characteristic cast iron verandah. In addition to this more typical detailing it has some unusual features including the Serlian windows with collonettes at ground level and the semi-detached columns to the party walls.

Overall, 'Hile Terrace' is relatively intact, and is complemented by the original cast iron palisade fence with large rendered piers embellished with cornices and string courses. Additions have been made at the rear.

Comparative analysis

'Hile Terrace' is one of several surviving 'boom era' terraces in St Kilda. Perhaps the finest is 'Marion Terrace' at 14-24 Burnett Street, which is significant as a unique example in Victoria of a terrace influenced by the French Second Empire style and is included on the Victorian Heritage Register for this reason (H1802). More comparable examples include the terrace pairs at 7 & 9 Acland Street, 10 & 12 Crimea Street, and 16-18 & 18-20 Park Street, and the trio at 9-13 Dalgety Street. 'Hile Terrace' is of comparable integrity and intactness to all of these places and is notable for unusual features including the Serlian windows with collonettes at ground level and the semi-detached columns to the party walls that perhaps reflect the involvement of William Pitt in the design.

'Hile Terrace' is now also one of only three surviving relatively nineteenth century residential buildings in The Esplanade – the others are 'Marli Terrace' at nos. 3-7, which dates from the 1850s and was converted to flats c.1911, and the house at no.25, which was converted to apartments in the interwar period and is no longer recognizable as a nineteenth century dwelling.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

2016: Retain in the HO5 St Kilda Hill precinct as a Significant place

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

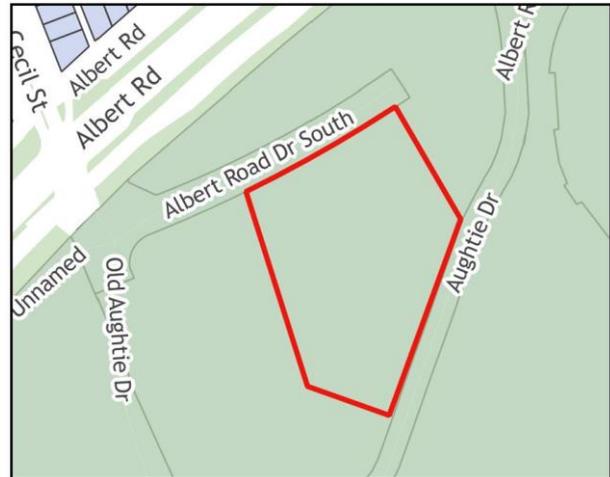
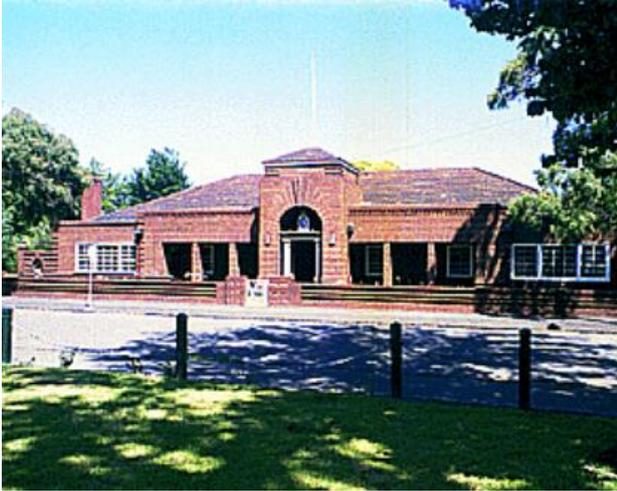
Nigel Lewis and Associates, *St. Kilda Conservation Study, Area 1*, 1982



City of Port Phillip Heritage Review

Place name: Army Signal Corps Drill Hall
(former)
Other names: Albert Park Training Depot

Citation No:
2152



Address: 29a Albert Road Drive,
Albert Park

Category: Military: Drill Hall, residence

Style: Interwar Stripped Classical

Constructed: 1935-36

Designer: George H. Hallandal

Amendment: C29, C161

Comment: Revised citation

Heritage Precinct: Albert Park

Heritage Overlay: HO489

Graded as: Significant

Victorian Heritage Register: Yes, H2362

Significance

The former Army Signal Corps Drill Hall is included on the Victorian Heritage Register (VHR H2362) as a place of State significance. Please refer to the VHR citation for the statement of significance. The local statement of significance is as follows:

What is significant?

The former Army Signal Corps Drill Hall, designed by principal architect George H. Hallandal and constructed in 1935-36 is significant. It comprises a complex of domestic-scale single-storeyed buildings. In a manner typical of the 1930s, they are planned symmetrically, and have a formality in their architecture despite the low scale. Along the Albert Road Drive facade there are three main buildings, between which run two driveways. The three buildings are pivoted around the central entrance tower that rises above the eaves line, higher than any other point. Each of the buildings has red bricks walls that are strongly banded with rows of tapestry bricks and they all have terracotta roofs be they either shingled or tiled. The banding in the bricks is used to good effect around the large arch within the entrance tower, as it has been built to suggest radiating voussoirs. In contrast, the arch houses a classically derived pair of columns and a cornice carved in freestone. This is the only departure from the otherwise consistent vocabulary, which is even repeated across the front fence that extends full width. At the rear the building comprises a large hall with an arched roof and rear elevation also has a strong symmetrical composition, emphasized by flagpoles.

In addition, the wrought iron decoration on the pedestrian and vehicular gates, to the Art Deco external light fittings and the sign stating 'Signal Depot' above the front entrance all add greatly to the embellishment

of the buildings and their domestic effect. So too the red bricks set in patterns to the pedestrian paths. To the southeast is a long gabled garage building.

How is it significant?

The former Army Signal Corps Drill Hall complex at 29A Albert Road Drive, South Melbourne is of local historic and architectural significance to the City of Port Phillip.

Why is it significant?

The former Army Signal Corps Drill Hall complex is of historic significance as evidence of the use of Albert Park for military purposes and for the association with an important phase of expansion in Australia's military capabilities in the period prior to World War Two. (Criterion A)

The Army Signal Corps Drill Hall complex is of architectural and aesthetic significance as a fine and well-detailed example of 1930s planning and architectural detailing of a domestic scale, applied to an institutional group of buildings. It is a fine example of a design by George Hallandal, who designed all of the drill halls constructed c.1935-1940. (Criteria D, E & H)

Thematic context

Victoria's framework of historical themes

7. Governing Victorians: 7.4 Defending Victoria and Australia

Port Phillip thematic environmental history

-

History

In 1854 Melbourne became the new headquarters of the officer commanding imperial troops in Australia and later that year the Victorian Volunteer Artillery Regiment was formed (Daley 1940:213). By 1864 an Emerald Hill Company was in operation using the rifle range of three butts extending from Middle Park towards the beach (Daley, 1940:216) The Corps of Signals had their well-equipped depot and parade ground in the north-west corner of Albert Park, in which over two acres of land had been used for military purposes for many years. By 1884 however, the military forces were re-organised to become a Department for Defence (Daley 1940:221-2).

After federation in 1901 the Commonwealth took over responsibility for defence, although there was no Commonwealth legislation until the first *Defence Act* was passed in 1903. As Miller (1994:34) notes:

In essence the colonial policy of a predominantly citizen force whose aim was the defence of Australia remained in place. Yet at the very time of federation colonial forces were involved on Imperial service in South Africa. Paradoxically, and despite the continuing commitment to the principles of citizen soldiery and home defence, Australia's major wartime soldiering has been done overseas by special enlistment in response to real or perceived obligations to allies. Nonetheless, the underlying system of citizen forces has continued, thereby leading to a situation whereby Australia has at times maintained two armies, one for home defence and one for overseas service.

According to Miller (1994:56) it was some years before defence planning required any significant building program. After the Imperial Conference of 1911 it was clear that 'while superficially preparing a scheme of home defence, the real priority at the highest level of planning was preparation for war'. Nonetheless, a number of notable defence facilities were established during that time including the Naval Base at Flinders

and the Air Force base at Point Cook, and between 1912 and 1916 forty timber and iron drill halls were built in Victoria following the introduction of universal military training in 1911 (HV).

Most of the drill halls were timber buildings. An exception was the Naval Drill Hall, erected in 1912 in Bay Street, Port Melbourne, which was constructed in brick. Commonwealth Department of Works architect J.S. Murdoch designed all of these halls (HV).

The period from 1935 to 1939 saw a dramatic increase in defence spending in anticipation of World War Two (WW2) (Miller, 1994:40). The outbreak of WW2 had a profound effect as Miller (1994:42-3) notes:

The war was a unique experience in Australian history because for the first time all activity was subordinated to the war effort. In this war the armed forces were not just infantry but all arms of a modern mechanised military. The capacity for the establishment or redirection of munitions manufacturing capability during this period is simply astonishing for a country, which until that time had relied almost exclusively on primary industry.

The period of the Second World War saw the biggest program of defence related property acquisition in Victoria. As well as direct acquisition of sites for camps, factories, airfields, stores, hospitals, headquarters and so on, land was leased or occupied by regulation and proclamation.

A systematic expansion of defence sites and upgrading of building was underway at the start of the war in 1939, and in general terms the style and construction followed the building types established in the mid-1930s, which were usually constructed of red brick. However, after the entry of the Japanese into the war in December 1941 a new sense of urgency arose and red brick was discarded in favour of timber framed buildings clad with corrugated galvanised iron or asbestos sheet.

In January 1933 the old timber drill hall in Albert Park was destroyed by fire and in 1935 the Albert Park Committee of Management reported that it was to be re-built in brick. Although the committee had requested the transfer of the buildings to another site the Defence Department advised that it was 'anxious to meet the views of the committee, by erecting buildings which would not be unsightly' (*Emerald Hill Record*, 26 January 1935, p.1).

J.C. Corbett constructed the new army signal depot in 1935-36 for the Australian Corps of Signallers. The cost of the new depot, which included the depot, an adjoining drill hall for training purposes, residential quarters for the staff sergeant-major, and office buildings for the staff, was £24,300. The opening of the depot was celebrated in July 1936 with a function attended by over 200 guests (*The Argus* 26 July 1935, p.10; *The Age* 3 August 1936, p18; Daley 1940:224).

The complex was still used by the Army in the 1980s when it was known as the Albert Park Training Depot and occupied by the Army Reserve Unit whose headquarters were at 55 Queens Road (Allom Lovell 1987).

In 2016 Parks Victoria used part of the building as an office, while Orchestra Victoria used the hall as a rehearsal venue.

References

Allom Lovell Sanderson Pty Ltd, *South Melbourne Conservation Study*, 1987

Butler, Graeme, *Twentieth century architecture survey*, 1984

Daley, Charles, *History of South Melbourne*, 1940

Heritage Victoria (HV) Warragul Drill Hall VHR citation

Miller, Patrick, *A thematic history of defence in Victoria*, 1994



Description

The depot comprises an impressive complex of domestic-scale single-storeyed buildings. In a manner typical of the 1930s, they are planned symmetrically, and have a formality in their architecture despite the low scale. Along the Albert Road Drive facade there are three main buildings, between which run two driveways to the depot behind. The three buildings are pivoted around the central entrance tower that rises above the eaves line, higher than any other point. Each of the buildings has red bricks walls that are strongly banded with rows of tapestry bricks and they all have terracotta roofs be they either shingled or tiled. The banding in the bricks is used to good effect around the large arch within the entrance tower, as it has been built to suggest radiating voussoirs. In contrast, the arch houses a classically derived pair of columns and a cornice carved in freestone, above which is the insignia of the Army Signal Corps. This is the only departure from the otherwise consistent vocabulary, which is repeated across the front fence that extends full width. At the rear the building comprises a large hall with an arched roof and rear elevation also has a strong symmetrical composition, emphasized by flagpoles.

In addition, the wrought iron decoration on the pedestrian and vehicular gates, to the Art Deco external light fittings and the sign stating 'Signal Depot' above the front entrance all add greatly to the embellishment of the buildings and their domestic effect. So too the red bricks set in patterns to the pedestrian paths.

To the southeast is a long gabled garage building.

Comparative analysis

George Hallendal designed most of Victoria's drill halls during the post-1935 phase of military construction. Each of these drill halls was built specifically for the unit that was to occupy the building (Heritage Victoria). There are no other comparative examples in Port Phillip. Examples elsewhere in Melbourne include the Royal Regiment Drill Hall, 49-53 Victoria Street, Melbourne (VHR H0951), which was built in 1937 in the Moderne style, and the former Army Medical Corps Drill Hall at 239 A'Beckett Street, Melbourne (1938-39).

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

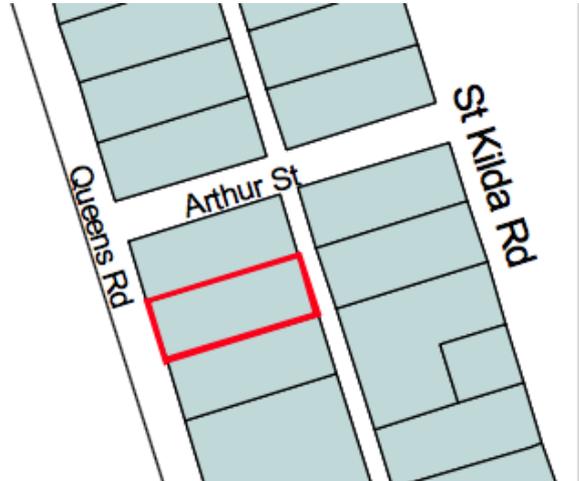
Allom Lovell Sanderson Pty Ltd, *South Melbourne Conservation Study*, 1987



City of Port Phillip Heritage Review

Place name: Lancaster House
Other names: Lancaster Flats

Citation No:
2223



Address: 18 Queens Road, Melbourne

Heritage Precinct: None

Category: Residential: Flats

Heritage Overlay: HO321

Style: Interwar Georgian Revival

Graded as: Significant

Constructed: 1938

Victorian Heritage Register: No

Designer: General Construction Co.

Amendment: C29, C161

Comment: Revised citation

Significance

'Lancaster House' situated at 18 Queens Road, Melbourne was designed and built by the General Construction Co. in 1938. It is aesthetically significant.

It is aesthetically significant (Criterion E) as a picturesque and substantial apartment building in the Georgian Revival style, underscoring the continuing tradition of Queens Road as an attractive residential location. The choice of style demonstrates popular preferences at the time and the strong links with English domestic design practices of the period, the Georgian tradition being favoured in the mother country during the Inter War years. The symmetrical arrangement of the parts with visual interest heightened at the central entry and the Palladian windows are characteristic elements of the style.

Thematic context

-

History

Queen's Terrace, now Queens Road, was formed in 1875 when the Government sold off the St Kilda Road frontage of Albert Park for residential development. Building restrictions attached to the new subdivision ensured that mansions and large villas would be built there. Robert Hepburn was granted ownership of the land in Queens Terrace between Arthur and Leopold Streets comprising of lots 9 to 16 in April and May 1875.

By the end of the nineteenth century four large properties had been built there including one at no.18 shown in situ on MMBW plan 20 in 1894. It consisted of a house with an adjoining block of land, now no.19. Various out buildings were depicted where present day garages stand. During the Great War L.P. Jacobs owned this property leasing it to Matilda Damman.

By 1926 the property had been split and sold. Frederick W. Blight had taken ownership of no.18 by then known as “Lyndhurst” and Robina Hartley had become the owner of the vacant block at no.19. Blight subsequently moved to Toorak. He retained no.18 as an investment property being listed as its owner in 1937 when it was five brick flats.

Plans and specifications prepared by the General Construction Co. (I) for ‘Proposed alterations and additions to residence Queens Road for C S Swinbourne esq’ were submitted in 1938. They were approved by the City of South Melbourne in April and subsequently by the Board of Land & Works in May; the rate card for that year indicating that the 15 flats were completed by the end of the year. Their owners were Margaret and Charles Swinbourne, formerly of Barkly Street, St Kilda, who lived in flat 1, their occupations being home duties and investor respectively. The property was reassessed in 1940, perhaps on completion and from then was known as “Lancaster Flats” and subsequently “Lancaster House”.

New owners were listed in 1951. They were four people named Cropley of Kooyong Road, Toorak. They made additions/alterations to flats 1, 2, 3, 5, and 6 including the provision of garages in 1954. The changes were significant enough to double the valuation of four of these flats the following year. At the same time the Cropleys registered an application for subdivision with the Titles Office. A Plan of Subdivision was adopted in 1956 with 14 new titles issued for the flats with the residue being retained by Harold Harrison Cropley and others. From then the flats were gradually sold as “own-your-own”, the first (no.11) being bought by Miss Patricia Feilman in November 1957.

During this period the architectural firm of Carleton, Henderson and Butler moved into flat 9. Carleton and Henderson had been residents since 1955 with Butler joining them in 1956. Alex Henderson continued as sole occupant from the mid 1960s.

References

Buckrich, Judith Raphael, *Melbourne’s Grand Boulevard The Story of St Kilda Road*, State Library of Victoria, Melbourne, 1996, pp.50-51

City of Port Phillip building records, file no. 4870/018/1; original building plans file no. B9000/1938/PAC/0

Sands and McDougall Directory, 1940, 1950-1973

South Melbourne, MMBW plan no.20, 1894

South Melbourne Rate Books (PROV VPRS 8264/P1) 1916-1917, p.212, rate no.7938, Unit 62; 1925-26, 1926-27, p.217, rate no. 8180, Unit 72; 1937-38, p.223, Unit 83

South Melbourne Rate Cards (PROV VPRS 8266/P1) 1938-43, nos. 8601-14, Unit 6; 1951 nos. 9646-59, Unit 23

(1) The 1998 heritage study tentatively identified potential architects on the basis of one entry in the Australian Architectural Index as Arthur Purnell and Pearce who let a contract for a new block of flats in Queens Road, St Kilda in January 1938. However, this is not supported by the original plans held by Council and also the address of this property is South Melbourne. Further approval for construction was not given until May 1938.

Description

An imposing Georgian Revival apartment building with layered wings generally having hipped roofs but with a single gable end, balancing a central stair well and entry given expression by means of a pedimented margin to the porch and surmounting arched stair well window with quoining and balustraded parapet, all in the Georgian Revival style. The double hung windows are expansive to afford generous views over Albert Park, the sashes being subdivided by glazing bars. Bricks are light pink with accented sills, string

coursing and pedimented motif to the gable end. The symmetry of the arrangement has been reinforced by the location of Palladian windows either side of the main entry. The other elevations are utilitarian.

The building is set well back from Queens Road across lawns having a small centrally placed fountain and mature trees. There is a stylistically consistent recessed entry gate with elaborate wrought iron work and curved ingo. Out buildings include an early structure predating "Lancaster House" and presumably forming part of the earlier "Lyndhurst" complex. It has a hipped colorbond roof with a skillion and brick walls that have sustained significant changes but retain an early segmental opening with bluestone sill. It has been converted into a garage.

Condition: Sound. Integrity: High.

Comparative analysis

No information.

Assessment

No information.

Recommendations

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

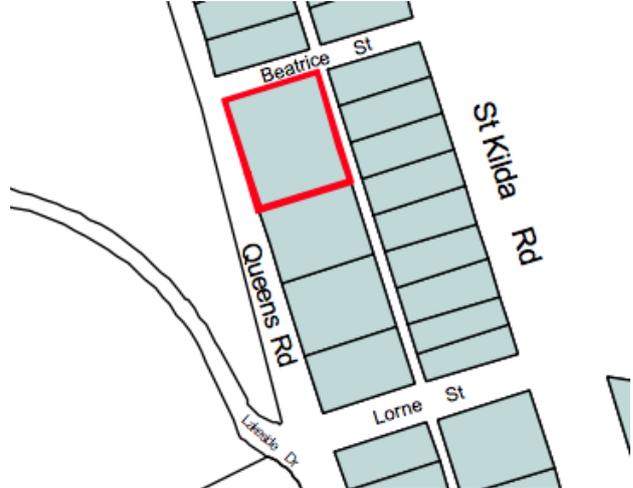
Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

City of Port Phillip Heritage Review

Place name: Glen Eagles, Kinross & Kinfauns
Other names: Flats

Citation No:
2226



Address: 58-60 Queens Road, Melbourne

Heritage Precinct: HO512

Category: Residential: Flats

Heritage Overlay: Recommended

Style: Interwar Moderne

Graded as: Significant

Constructed: 1940-41

Victorian Heritage Register: No

Designer: Unknown

Amendment: C29, C161

Comment: Revised citation

Significance

What is significant?

Glen Eagles, Kinross and Kinfauns at 58, 59 & 60 Queens Road, Melbourne, built in 1940-41 as an investment for Margot O'Donohue and Frank Lynch are significant. The three-storey brick blocks of flats are of a restrained, but well-composed, Moderne design and are situated within a landscape setting that contributes to their character. Along the rear boundary of the site is a row of 23 single car garages for its residents, which are supplemented by vehicle parking elsewhere on this site.

Non-original alterations and additions are not significant.

How is it significant?

The complex containing *Glen Eagles, Kinross and Kinfauns* flats, their landscape setting, and rear garages, is of local aesthetic and historic significance to Port Phillip.

Why is it significant?

This complex of flats is of local historical significance to Port Phillip. It is a large and intact complex of low-rise flats built in Queens Road, Melbourne in the early 1940s. This complex is of local historical value as it demonstrates the significant role that Queens Road played in flat development in the municipality from the Interwar period, due largely to its close proximity to public transport and the views it afforded to Albert Park Lake. It is also an example of a flat development by Margot O'Donohue and Frank Lynch, who built at least one other large block of flats in Queens Road. (Criterion A)

The complex is of local aesthetic significance to Port Phillip, as a large and intact example of an early 1940s flats complex designed in a restrained, but well-composed, Moderne style. The three blocks of flats, *Glen Eagles*, *Kinross* and *Kinfauns*, demonstrate a transition in styling of blocks between the more ornate styles of historicism and Streamline Moderne, to that of the uncompromisingly Modern developments of *Newburn* and *Stanhill* flats. (Criterion E)

Glen Eagles, *Kinross* and *Kinfauns* are a particularly fine, representative, and intact example of an Inter-war flat complex, demonstrating key features of flat design of this period, including incorporation of vehicle accommodation, and garden settings for each block. These garden settings, combined with the modest scale of the blocks (three-storey) and their hips roofs, provide a residential scale and character to this complex, absent in many Post-war flat developments in Port Phillip. It was these design attributes in early flats that helped shift earlier negative perceptions of flat living, to their growth in popularity with single and smaller family units in the Inter-war period. (Criterion D)

Thematic context

Victoria's framework of historical themes

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

Port Phillip thematic environmental history

5. Settlement: growth and change: 5.1 Three settlements: Sandridge, St Kilda and Emerald Hill, 5.4 Depression and recovery: the inter-war years.

History

Contextual history

Permanent European settlement of Port Phillip began in the 1830s, and by the 1850s a track followed the eastern edge of the Albert Park Swamp, close to today's Queens Road. It was this track in fine weather, rather than St Kilda Road, that was the preferred route to St Kilda from the city. Queens Terrace, later renamed Queens Road, was created in 1875, when the Government sold the land in St Kilda Road abutting the Albert Park Reserve. The subject site is allotments 16 (No 60), 17 (No 59) and 18 (No 58) of Section U of this Government subdivision. Beatrice Street, as with nearby Arthur, Leopold and Louise streets, appears to have been named after the four youngest children of H.R.H. Queen Victoria (1819-1901).

Little development had occurred in this section of Queens Road by the end of the nineteenth century. The MMBW Detail Plan No. 646 of 1897, shows only two houses on the east side of Queens Road between Beatrice and Lorne Streets (formerly Fraser Street). One of these houses was *Kinfauns*, which occupied the site of the existing flats on this site of the same name. The other house shown on the plan in this block of Queens Road is Foyle, situated south of the subject site. *Kinfauns* is described in an auction notice as a two-storey brick house (Age, 16 March 1940, p.2). Sometime after 1897 another house, *Wandook*, was built on the subject site between *Kinfauns* and Beatrice Street. *Kinfauns* occupied allotment 16, and *Wandook* allotments 17 and 18 of the previously described subdivision.

In 1940 both *Wandook* and *Kinfauns* were purchased by Margot O'Donohue and Frank Lynch, both solicitors of Camberwell. *Wandook* had been owned since 1931 by Leonard Edwin Pankhurst Moran, a merchant. *Kinfauns* had been owned since 1934 by Keith Grantham Halley, 'gentleman' (Landata). In August 1940 a 'large demolition sale' of fittings and fixtures of a 10-room house is advertised in the *Argus*, this advertisement notes that the sale is 'owing to the erection of modern flats' on this site (*Argus*, 24 August 1940, p.15).

Glen Eagles, Kinross and Kinfauns

Glen Eagles, Kinross and Kinfauns were constructed in 1940 and 1941 for Margot O'Donohue and Frank Lynch.

The architect/designer of the flats is not known, as they are not noted on the original drawings of the flats, now held by the City of Port Phillip; however, the builder of the flats is noted as C. Young (CoPP).

Approval of the works by the City of South Melbourne was staggered, and occurred in the following order:

- No 60 Kinfauns – approved 18 September 1940
- No 59 Kinross – approved 20 November 1940
- No 58 Glen Eagles – approved 2 December 1940

In March 1941, *Kinfauns* was advertised as having 18 new flats to rent, and in September 1941 *Glen Eagles* was advertised as having new flats for rent (*Argus*, 12 March 1941, p.12 and 12 September 1941, p.8). The earliest mention found of *Kinross*, is in a death notice published in a Melbourne daily in April 1945 (*Age*, 30 April 1945, p.5). However, given the sequence of building approvals it is likely *Kinross* was also built around 1940-41, the same time as its mirrored image *Kinfauns*.

Initially, *Glen Eagles* had 25 flats including a caretaker's residence. Soon after the works were approved for *Glen Eagles*, the drawings were amended, and the new drawings approved on 17 December 1940. These amended drawings omitted a caretaker's residence above the rear garages, which was replaced with an area for clothes drying. A two-storey addition with a separate hip roof was also added to the small return wing on the southwest corner, near *Queens Road*. This two-storey section contained two one-bedroom flats, bringing the total number of flats at this block to 26. *Kinfauns* and *Kinross* each had 18 flats. The balconies of the flats were enclosed with windows, creating a wintergarden-type arrangement.

As part of the 1940s works there were 13 garages, and these were set in an L-shaped arrangement to the south of *Glen Eagles*. Four of these garages were accessed directly from *Queens Lane* (CoPP). Additional garages were added on the *Queens Lane* boundary, bringing the number to 23 that face this street. In 1972 covered car parking was built between *Kinross* and *Kinfauns*, and this was designed by the architectural firm of Stephenson & Turner (CoPP).

An aerial view of this portion of *Queens Road* in c.1965, shows that the original landscaping of this complex of flats was less dense as it is today, and that lawns extended between *Kinross* and *Kinfauns*. The current dense landscaping may have been added to conceal the car park that was built in the 1970s between *Kinross* and *Kinfauns*.

In 1982 minor works were carried out to address fire protection, and this included the replacement/installation of new windows in some stairwells. Two flats in *Glen Eagles* have been combined into one flat, and these works were designed by Geoffrey Woodfull architects. The café at the rear of *Glen Eagles* is relatively recent, as *Port Phillip* records show that this received planning approval in 1992 (CoPP).

Margot O'Donohue and Frank Lynch

Margot O'Donohue, one of the developers of this complex of flats, also built at least one other block of flats in *Queens Road*. This other block was *Lenhurst* at the corner of *Arthur Street* (33 *Queens Road*) and it was completed in 1936 (PPHR Citation no. 2225). Another block, *Monterey*, built in c1940, may also have been a development of O'Donohue and Lynch, as the block shares a remarkable similarity in scale, composition and detailing to *Glen Eagles* (see also Comparative analysis). O'Donohue and Lynch's development firm traded under the name *Arden Real Estate & Investment Company*, which is shown as the client on architectural drawings and structural engineering drawings of the flats that are held by the City of *Port Phillip*.

Margot O'Donohue owned a share of this complex until her death in 1976. Members of the O'Donohue family continued to own the site for at least another decade, and in more recent times the flats are owned by multiple owners/residents in a strata title type arrangement (Landata).

References

City of Port Phillip (CoPP) Rolled Plan File No RP000758B, includes original building plans of the flats prepared for the Arden Real Estate & Investment Company, and drawing of covered car parking area between *Kinross* and *Kinfauns* prepared by Stephenson & Turner

Department of Lands & Survey, subdivision plan titled 'Building Allotments Fronting The Brighton Road, Queens Terrace and Fitzroy Street, Parish of South Melbourne', dated 1875, held by the State Library of Victoria.

Philip Goad, *Melbourne Architecture*, Melbourne 2009.

Landata, Certificate of titles, vol 4467 fol 278, vol 5955 fol 951, vol 8263 fol 755 and vol 9645 fol 537.

Max Lay, *Melbourne Miles. The Story of Melbourne's Roads*, Melbourne 2003.

Melbourne and Metropolitan Board of Works (MMBW), 'Detail Plan, City of South Melbourne, No 646', held by the State Library of Victoria.

Melbourne and Metropolitan Board of Works, property services plans, Application Nos. 15613 and 73423, held by South East Water.

Richard Plunz, *A History of Housing in New York City*, New York, 2016.

St Kilda Historical Society, extract from Richard Peterson, 'A Place of Sensuous Resort: Buildings of St Kilda and Their People', titled 'The Canterbury', <http://www.skhs.org.au/SKHSbuildings/pdf%20files/21.pdf>, retrieved 14 November 2017.

State Library of Victoria Picture Collection.

Terry Sawyer, 'Residential Flats in Melbourne. The Development of a Building Type to 1950', unpublished research report, Department of Architecture, Building & Planning; University of Melbourne, 1982.

Ward, Andrew, 'Port Phillip Heritage Review' (PPHR), version 21, March 2017

Description

The subject site is situated at the southeast corner of Queens Road and Beatrice Street, Melbourne. Queens Lane forms the rear, east, boundary of the site. The Queens Road and Queens Lane frontages of the site are approximately 92 metres, and the Beatrice Street frontage is 76 metres. The subject site is relatively flat.

Built upon the subject site is a complex of three, three-storey, brick mid-twentieth century Moderne blocks of residential flats, and auxiliary buildings, within a landscaped setting. These blocks of flats are *Glen Eagles* (No 58), *Kinross* (No 59) and *Kinfauns* (No 60). The blocks of flats have a consistent setback from Queens Road behind a garden. The flats and gardens are obscured from view from Queens Road by a hedge that is grown behind a low rendered brick fence. This fence returns and extends along most of the Beatrice Street frontage. Most of the landscaping dates from the late twentieth century (c.1980s to c.2000). The exception is a mature Canary Island Palm (*Phoenix canariensis*) situated within the frontage between *Glen Eagles* and *Kinross*.

Original plans show the flats are built of a combination of load-bearing brick walls, and reinforced concrete slab floors. The roofs of the flats are built of a timber frame, and these are clad in glazed terracotta tiles.

Accessed from Queens Lane is a row of 23 single-car brick garages for residents of the complex. This row of garages is separated into two portions towards the centre by a drive that leads to car parking between *Kinfauns* and *Kinross*. Another drive further north in Queens Lane provides access to the vehicle parking to the south of *Glen Eagles*.

Glen Eagles

This block is situated at the north end of the site adjacent to Beatrice Street. The shallow setback from Beatrice Street is landscaped with a garden, except at its east end where it is paved in brick where it is used as an outdoor eating area for the shop on the ground floor of the building (adjacent to the Beatrice Street and Queens Lane intersection). This shop is not original, but part of works undertaken in c1992.

Glen Eagles has salmon coloured face brickwork, and a hip roof that is clad in glazed terracotta tiles. Plain tall chimneys are located in several places on the roof. The windows are steel frame casements, that are set within string course bands at cill and head levels. This horizontality is relieved on the Beatrice Street elevation by a projecting bay at the east end, and the vertical glazing of the stairwells. A relatively plain moulded rendered hood is above the entrance to each of these stairwells.

The detailing is similar on the Queens Road elevation, where there is another stairwell in a projecting bay. There is early metal signage with the name *Glen Eagles* on this projecting bay. Street numbering fixed to the wall below this signage is not original. On the Queens Road elevation, the base of the wall has manganese bricks.

Kinross and Kinfauns

Kinross is situated towards the centre of the site, and *Kinfauns* adjacent to the south boundary. These two blocks are L-shaped, and are mirrored in terms of their siting. They also have the same detailing, which is slightly more elaborate than that of *Glen Eagles*.

Kinross and *Kinfauns* have cream face brickwork on principal elevations, and, as is the practice on many flats in this area, a more austere (red) brick on the rear and other secondary elevations. The flats have hip and gable roofs clad in terracotta tiles.

As with *Glen Eagles*, the Queens Road elevations of both *Kinross* and *Kinfauns* have manganese face brickwork at their bases, which contributes to a visual unity in the architectural character of all three blocks of flats. The windows on *Kinross* and *Kinfauns* are within slightly recessed horizontal bands. This, and the corner window detail on these blocks, demonstrate a slightly higher level of detailing than with *Glen Eagles*.

The Queens Road elevations of both *Kinross* and *Kinfauns* have a projecting bay of windows. There is also early steel signage with the name of each block fixed to the Queens Road elevations, and street numbering that is of later origin. The entrances to the blocks are located to their sides and towards the rear. The former landscape courtyard between *Kinross* and *Kinfauns* is now partially paved for vehicle parking, which has impacted upon the original character of this complex which was lawn. However, landscaping on the site conceals this from view from Queens Road and this has mitigated the visual impacts from this car park.

Comparative analysis

Residential flats existed in Britain from the early 1800s. These early examples of flats were for the wealthy, and it was not until later in that century that the use of this housing type became more widespread. On the European continent flats, known as apartments, evolved earlier as a housing type for the broader population. In Paris, one of the most recognisable legacies of Georges-Eugene Haussmann's re-design of that city from the 1850s is its six-storey apartment buildings that define the built form of many of its boulevards.

Initially in the United States of America apartments were, like Britain, for the wealthy. Early examples in New York City include The Dakota, of 1884, a large block of upmarket self-contained apartments. For others, tenements with shared facilities were the housing in New York City at this time. A significant growth in the population of New York City in the first couple of decades of the twentieth century, and the upward mobility of many of its immigrants, led to increased demand for apartments. The expectations of this growing middle-class was of self-contained apartments of moderate size, with baths and kitchens, and with good light and ventilation.

Australians had similar expectations to Americans as to what should be the basic standard for flats, and this would influence the design of flats that began to appear in Australian cities in the early twentieth century. Australia's earliest blocks of flats were in Sydney. Melbourne's first block of self-contained flats, *Melbourne Mansions*, was completed in 1906. Prior to this the closest housing type to flats were rooming or boarding houses, which had shared facilities for its residents. *Melbourne Mansions*, situated at 91-101 Collins Street, was built for David Syme, the proprietor of the *Age* newspaper, and it catered for a relatively affluent resident. The architect of *Melbourne Mansions* was Inskip and Butler.

The Canterbury at 236 Canterbury Road, St Kilda West, designed by the architectural firm H W & F B Tompkins, was built in 1914 and is believed to be the earliest example of self-contained flats remaining in Melbourne (Peterson).

Criticism and questioning of the suitability of flats for Australian cities continued until after World War I. As an alternative to flats, Melbourne architect, John Gawler, advocated bungalow courts, a housing style that had become popular in Los Angeles (ibid). An example of a bungalow court, where residential units are sited around a small courtyard, is at 96 Grey Street, St Kilda. The setting of blocks of flats in a landscaped setting became a common aspect of flat design, and this is seen at *Glen Eagles*, *Kinross* and *Kinfauns*, and with other flat developments of the inter-war and early Post-war periods.

Some of the criticism of flats included that they were unsuitable for children and detrimental to family life (ibid). This criticism was mostly unjustified, as most flat developments were marketed for single people and/or smaller family units. Flats also provided a superior level of accommodation, and more privacy, than the more traditional accommodation for single people of boarding and rooming houses. One celebrated example of units for single people is *Cairo* in Nicholson Street, Fitzroy. It was completed in 1935-36, and provided a sophisticated level of functional Modernist design in its studio and one bedroom flats (Goad, 2009:142).

The architect of *Cairo*, Best Overend, was in the 1930s forging a name for himself as one of the city's leading architects. Best and Bernice Overend, early in their marriage, lived in a flat in the recently completed flat complex *Milton Hall* in St Kilda Road in 1938 (located on the opposite side of Queens Lane from *Glen Eagles*, but since demolished) (*Table Talk*, 8 December 1938, p.14; *Argus* 17 December 1938, p.11). This demonstrates that by the 1930s much of stigma associated with flats, and with flat-living, had begun to abate; and that St Kilda Road and Queens Road with its increasing number of blocks of flats was becoming a desirable locale for the middle and professional classes.

Sites that attracted flat developers were close to public transport (often this being tram lines) and shops, and in areas with a fine character or atmosphere, and that afforded good views. Sites sought by property developers for flats included St Kilda, Elwood, South Yarra, and, as previously discussed, the city's fashionable boulevard St Kilda Road (Sawyer, 1984:33-34). Queens Road, with all of the desirable attributes noted above, added with its fine views of Albert Park Lake, was also popular with flat developers in the Inter-war and Post-war periods. In 1935, Queens Road was described in one Melbourne newspaper as 'the perfect flat area' (*Argus*, 10 January 1935, p.13).

The flats that were built in Queens Road and St Kilda Road were often on the sites of former Victorian mansions. In turn many of these Inter-war blocks of flats have been demolished in recent decades, and have been replaced with either larger multi-level apartment buildings, or with commercial developments. A number of Inter-war blocks of flats do survive, and these include *Glen Eagles*, *Kinross* and *Kinfauns*, as well as other blocks that are also notable in their planning and design. They provide evidence of the history of this part of Port Phillip being at the forefront of flat development in Melbourne in the Inter-war and early Post-war periods.

The blocks of flats of the Inter-war period are of no uniform architectural style, rather they are expressed in a variety of styles that were popular in the 1920s through to the 1940s. These include flats designed in historical styles, which continued to be used despite the growing popularity of Modernism.

In Queens Road and St Kilda Road historical styles of flats include the English Vernacular Revival three-storey block at 628 St Kilda Road (Marsh & Michaelson architects, 1936); and another block in this style, *Lenhurst*, at 33 Queens Road (O.H. Jorgensen, 1936-37). This Queens Road example was an earlier

property development of Margot O'Donohue, who, with Frank Lynch, would later develop *Glen Eagles*, *Kinross* and *Kinfauns*. Another block, *Lancaster House* at 18 Queens Road (1938) is designed in a Georgian Revival-style, a style popular during the Inter-war period.

Modernism arrived in Australia in the 1930s, and the tenets of European Modernism are expressed in varying ways, and in varying degrees, in blocks on Queens Road. *Brookwood* at 32 Queens Road (Bernard Evans, 1936) is of a rich Streamline Moderne design with its rendered mouldings at parapet level referencing more Art Deco architecture of Europe and America of a decade earlier, than pure European Modernism. However, elements of the design, such as its steel frame windows and flat roof appearance, are gestures to Modernism.

Another notable Streamline Moderne block is *Kia Ora* at 449-453 St Kilda Road, Melbourne (within the City of Melbourne). Originally proposed as one block of 30 flats, the site of an adjoining mansion was purchased and the original block mirrored, totalling 60 flats around a landscaped garden. Designed by Lewis Levy, and completed in the mid-late 1930s, it is of a superior design to *Brookwood*. It was built by *Kia Ora Investments Pty Ltd*, another flat developer in Melbourne at this time (Argus, 5 August 1935, p.3; 30 March 1936, p.6, 21 June 1955, p.6).

Other blocks in Queens Road express a more restrained Moderne styling, providing a transitional style between the decorative treatment of *Brookwood* and *Kia Ora*, and the severity of Modernism encapsulated in *Newburn* (Romberg and Shaw, 1939-42) at 30 Queens Road, and at *Stanhill* (Romberg, 1945-50) at 34 Queens Road. These Moderne blocks include *Monterey* (architect not known, c1940) at 17 Queens Road, and *Glen Eagles*, *Kinross* and *Kinfauns*.

Both *Monterey* and *Glen Eagles* are similar in that both are sited at corners, have expressed hip roofs (muddying any comparisons to European Modernism), and have similar detailing on their facades. These similarities indicate both were designed by the same architect, and may also be developments of Frank Lynch and Margot O'Donohue. The early character of *Monterey* has been impacted upon, as its brickwork is now painted. *Monterey* also has historical significance, as it was used during World War II by FRUMEL (Fleet Radio Unit Melbourne), one of two combined radio operations that worked at deciphering Japanese military codes used in the Southwest Pacific.⁴³

All of the low-rise blocks of flats built during the 1930s and 40s share common characteristics in terms of their planning, with each block set back from its front and side boundaries, with the setbacks from street boundaries incorporating landscaping. This provides some degree of visual uniformity to the few mansions remaining in the street, which are also built in a landscaped setting and that are of a similar scale. In the case of the subject site, and the Victorian mansion *Lanark* opposite, they provide a human scale and strong landscape character to Beatrice Street when viewed from Queens Road.

Margaret O'Donohue and Frank Lynch were key flat developers in Queens Road. As previously noted, in addition to *Glen Eagles*, *Kinross* and *Kinfauns*, at least one other flat development was built by O'Donohue (*Lenhurst*), with possibly another (*Monterey*) built by O'Donohue and Lynch. Other prolific flat developers of this time were the previously mentioned *Kia Ora Investments Pty Ltd* and Claude de Bernales's *Brookwood Estates Limited*. Another Queens Road flat developer was Stanley Korman, who built both *Newburn* and *Stanhill*. Korman also developed a large (low-rise) brick complex of flats called *Waitemata* at 65 Queens Road, and *Rameta* at 67 Queens Road, to the south of the subject site. Both *Waitemata* and *Rameta* have since been demolished.

The complex of flats at 58, 59 and 60 Queens Road is reasonably intact. Its aesthetic quality is enhanced by its garden setting, which despite encroachment by vehicle parking and a denser planting arrangement, has not significantly impacted upon this aesthetic value. This garden setting, with the three-storey scale of the flats, combined with their hip and gable roofs, give the complex a human scale and residential character, less apparent in flat developments later in the Post-war period. This complex of flats is testament to Queens Road being a desirable locale for investors/developers of flats in the 1930s and 40s, and the high standard of the design of its flats of this era.

Assessment

No information.

Recommendations

2017: Site specific heritage overlay in the Port Phillip Planning Scheme

1998: Schedule to the Heritage Overlay Table in the City of Port Phillip Planning Scheme

Primary source

Peter Andrew Barrett, 58, 59 & 60 Queens Road, Melbourne. *Heritage Assessment*, November 2017

Other studies

Andrew Ward & Associates, *Port Phillip Heritage Review*, 1998

Other images



From top, Kinross (no.59), Kinfauns (no.60) and garages at rear facing Queens Lane

City of Port Phillip Heritage Review

Place name: Railway cutting and bridges
Other names: St Kilda Railway

Citation No:
2311



Address: 221-351 Ferrars Street & 332A Park Street, South Melbourne

Heritage Precinct: Emerald Hill

Category: Transport: Railways

Heritage Overlay: HO440

Style: Victorian

Graded as: Significant

Constructed: 1856-57, 1890

Designer: William Elsdon

Amendment: C52, C161

Comment: Revised citation

Significance

What is significant?

The railway cutting extends for about 800 metres between the former South Melbourne and Albert Park railway stations. Originally excavated in 1856-57 as part of the St Kilda branch line of the Melbourne & Hobson's Bay Railway Company, this landscaped cutting includes three bluestone bridges at Dorcas, Park and Bank streets.

How is it significant?

The railway cutting and bridges are of local historic and aesthetic significance to the City of Port Phillip.

Why is it significant?

Aesthetically, the railway cutting is of significance as an important vista between the railway stations at South Melbourne and Albert Park. Extending in a straight line for almost a kilometre, this notably long view can be appreciated from several vantage points including the road bridges at Dorcas, Bank and Park streets, the footbridge at Coventry Street, and the level crossing at Bridport Street. The bridges themselves are important visual elements, punctuating the vista, while the grassed embankments and mature trees also contribute to its aesthetic qualities. It contrasts with many other early railway cuttings (eg that in Alma Park) which tend to be curved. (Criterion E)

Historically, the railway cutting and road bridges are of significance for their associations with the initial development of Melbourne's railway network in the 1850s. Although much of the actual railway infrastructure was removed following the line's conversion to a light rail, the cutting itself remains as one of the oldest and longest in the inner city area, while the three bluestone bridges are also rare and significantly early surviving examples of their type. (Criteria A & B)

Thematic context

Victoria's framework of historical themes

3. Connecting Victorians by transport and communications: 3.3 Linking Victorians by rail

Port Phillip thematic environmental history

3. Transport: 3.1 The first railways

History

The first railway line in the present-day City of Port Phillip, and also the first public steam train service in Australia, was the 2¼ mile (3.6 kilometre) link between Sandridge Pier to Flinders Street, which was laid out from 1852 by the Melbourne & Hobson's Bay Railway Company. This opened on 12 September 1854 and such was its success over the next twelve months that the company, having returned an eight percent dividend to its shareholders, decided to erect a branch line to St Kilda. A public meeting was held in December 1855 to consider possible routes; A proposal to locate the line to the south and west of the hill was rejected by residents, who considered that it would hinder their access to the beach, and it was subsequently decided that the line should be on the east of the hill, along Moray Street. Early the following year, this option was also dropped when a select committee deemed it too expensive. Instead, it was decided that the new line should neither follow the east or west of the hill but, rather to extend through the centre of it, parallel to Ferrars Street.

Construction of the branch line commenced in Spring 1856, with 200 workmen under the direction of the company engineer, William Elsdon, who had replaced its original engineer, James Moore, in December 1854. The new line turned off the main Sandridge railway soon after the Flinders Street terminus, extending 3 miles (4.8 kilometres) to a purpose-built station building on Fitzroy Street. Completion of the project was delayed due to difficulties with the original contractor, who was eventually replaced by another from Sydney, and the new line opened on 13 May 1857. Over the next few years, the Melbourne & Hobson's Bay Railway Company upgrading both of its lines, which included the duplication of tracks and the opening of new stations. On the St Kilda branch, stations were opened at Emerald Hill (now South Melbourne) in September 1858, and at Butts (now Albert Park) in November 1860.

References

Leo Harrigan, *Victorian Railways to '62*, pp. 38-43.

Susan Priestley, *South Melbourne: A History*, pp. 86-87.

Description

The railway cutting extends for 800 metres between Coventry Street and Bridport Street, corresponding, approximately, to the portion of railway line between what are now the South Melbourne and Albert Park light rail stations. The cutting is crossed at Dorcas Street, Bank Street and Park Street by three bluestone bridges of identical design. Each of these comprises, at the lower level, a central segmental-arched opening with rock-faced voussoirs, flanked by smoother battered piers, and thence by rock-faced abutments. The upper level, with smoother ashlar masonry, is delineated by two projecting courses of smooth-faced

stonework. On the inside of this wall, facing the road, the stonework has a bush-hammered finish with a smooth border, and there are some iron spike railings. The bridge closest to South Melbourne station also has an engraved panel bearing the name of the original engineer, William Elsdon, and the date 1857.

The steeply sloping sides of the railway cutting are grassed, and there are also a number of mature pepper trees (*Schinus molle*, a ubiquitous element along railway reserves such as these) and other plantings. A number of buildings have been erected alongside the railway cutting, variously fronting Ferrars Street or Ferrars Place. The scout hall, on Ferrars Place near Bridport Street, is a utilitarian red brick structure with buttress-like brick piers and a broad gabled roof. The premises of the South Melbourne Cycle Club at 335-337 Ferrars Street is a red brick building, apparently of Edwardian or inter-war vintage, which is enlivened by rendered stringcourses, scotia cornices and flat-arched windows with steel-framed casement sashes. There is also row of townhouses, of quite recent origin, at 339-349 Ferrars Street..

Comparative analysis

The railway cutting at South Melbourne can be compared to a small number of similar cuttings in the inner metropolitan area. In terms of its early date, it is most comparable to the cutting that runs between Windsor Station and Alma Road, East St Kilda. The railway line between Windsor and North Brighton opened on 19 December 1859, being part of a longer route to Brighton Beach that was laid out by the St Kilda & Brighton Railway Company, in several stages, from 1858. The cutting, which is approximately 600 metres long, bisects Alma Park and includes the road bridges at Chapel Street and Dandenong Road. The cutting retains some historic infrastructure, including red brick bridges and retaining walls (within the City of Stonnington), while the portion through Alma Park (within the City of Port Phillip) is delineated by rows of mature pepper trees. While this cutting is clearly of some aesthetic and value, it is of a curving form and thus lacks the continuous vista qualities that are so strongly evident at South Melbourne. A second cutting, in the portion between Hotham Street and Elsternwick Station, is straighter but shorter (about 500 metres), and this is located within the City of Glen Eira. Other railway cuttings in the inner suburbs also tend to be of curved profile, and are generally shorter, and of more recent origin, than the example at South Melbourne. The cutting between Brewster Street and

Glenbervie station in Essendon, which dates from 1872, is about 500 metres long and is also of a gently curving form. Like the cutting at South Melbourne, it has roadways running parallel to it. Slightly different is the example that runs between Jolimont and West Richmond Stations. This is a distinctive element in that local landscape, as it actually runs below houses and incorporates two bridges and a long viaduct beneath Wellington Parade. Laid out during 1901 as part of the railway line between Princess Bridge and Collingwood, this cutting is also about 600 metres long, and curves at a particularly sharp angle.

Further east is the substantial railway cutting between Burwood Road and Camberwell Station, which dates from 1882. This is about 800 metres long, and, with multiple tracks, is considerably wider than its counterpart at South Melbourne. It is also curved, thereby lacking the same vista qualities. It is of aesthetic significance in its own right, but its character is more industrial; the western portion, running parallel to Burwood Avenue/Auburn Parade, having vast buttressed red brick retaining walls, some with early painted advertising signage.

Assessment

This place has been assessed in accordance with the processes and guidelines outlined in the Australia ICOMOS *Charter for Places of Cultural Heritage Significance* (The Burra Charter) 2013, using the Hercon criteria.

Recommendations

Retain in heritage overlay HO440, and change the heritage status on the Port Phillip Heritage Policy Map to Significant.

Primary source

Helms, David, *Port Phillip Heritage Review Update*, 2016

Other studies

-