

the public for hire. By 1862 his premises also included a steamboat pier and waiting room (*Bell's Life in Victoria*, 28 June 1862:4). In 1862, Edwards expanded his boating accommodation to the south bank (Guerin 2004) by building what was described as: 'the largest building of its kind in the colony, of a very unpretending exterior, being, with the exception of a neat Gothic gable end fronting the river, entirely free from ornament' (*Bell's Life in Victoria*, 28 June 1862:4). By 1866, Edwards' had built four large boathouses on the southern banks of the Yarra (*Bell's Life in Victoria*, 15 September 1866: 2). A boating dock and ramp had been built on the water's edge by 1867 (Figure 1).

The first interbanks regatta was held in 1867, and one year later the Head of the River competition, between the private school rowing clubs, was established (Crotty 2008). In 1869 the first eight-oared boat in Victoria was built by Edwards and launched on the Yarra (BRC 2021; Matthews 1950).

The Victorian Rowing Association was formed in 1876. The Association, reputedly the oldest rowing association in the world, was created with the purpose of managing Victorian rowing affairs and conducting the Melbourne Regatta (Matthews 1950). The Association initially consisted of the following Clubs: Albert, Albert Park, Ballarat, Ballarat City, Banks, Barwon, Boroondara, Civil Service, Corio, Footscray, I. Zingari, Melbourne, Murray, Richmond, University, Warehousemen, Williamstown and Yarra Yarra (MRC 1980).

The construction of Government House (1871–76) created a more formal and picturesque setting to the public parkland reserved on the south bank of the Yarra (Figure 2).



Figure 1. View of the river from Princes Bridge c1867, looking east, and showing spectators on the riverbank, as well as small boats and skiffs. Three of Edwards' boathouses are visible to the right, on the south bank of the river. Engraving by Frederick Grosse published in the *Illustrated Australian News*. (Source: Frederick Grosse 1867, State Library Victoria, Accession No: IAN20/05/67/12)



Figure 2. Detail from photograph showing the boathouses (bottom right) and the lagoon. The newly erected Government House is visible in the top left corner. (Source: Paterson Brothers 1875, State Library Victoria: Bird's-eye view of Melbourne, Accession No: H8013)

Following the introduction of occupation licences, the Board of Land and Works issued the first licences for Crown land in the subject area in 1883. The first three licences were granted to R S Fuller (80 feet frontage), J Edwards (160 feet frontage) and Melbourne Rowing Club (80 feet frontage) (MRC 1980). The licences enabled clubs to build their own boatheds. The Banks Rowing Club applied for an allocation of land for the purpose of erecting their own boathouse in 1887. Construction of the new single-storey timber clubhouse was completed in 1889 (BRC 2020).

Works to widen and deepen the Yarra River east of Princes Bridge were undertaken in 1886 (MRC 1980). These works necessitated the removal of the WT Greenlands boathouse; the new Greenland and Sons boathouse was destroyed by fire only months after it was rebuilt (*Sydney Mail and New South Wales Advertiser*, 1 May 1886:900). The new Princes Bridge, designed in stone and steel by D'Ebro and Grainger architects, was completed in 1888, replacing the existing single arch bridge.

There was some decline in recreational rowing in Melbourne during the late nineteenth century (Matthews 1950). The onset of the 1890s depression placed financial pressure on rowing clubs, which were reliant upon membership subscriptions for funding (MRC 1980). The drop in memberships had a significant impact on the viability of the clubs and their continued operations. In addition to falling membership numbers, rowing and sculling did not attract large spectator crowds compared with cricket and football. Spectator numbers rarely exceeded a few thousand in the nineteenth century (Crotty 2008). In part, the relatively small spectator numbers were a result of limited pedestrian access along the Yarra River, and a lack of areas to view the races in the subject area (MRC 1980). The South African War further contributed to decreased activity as many of the clubs' members enlisted to serve in the war.

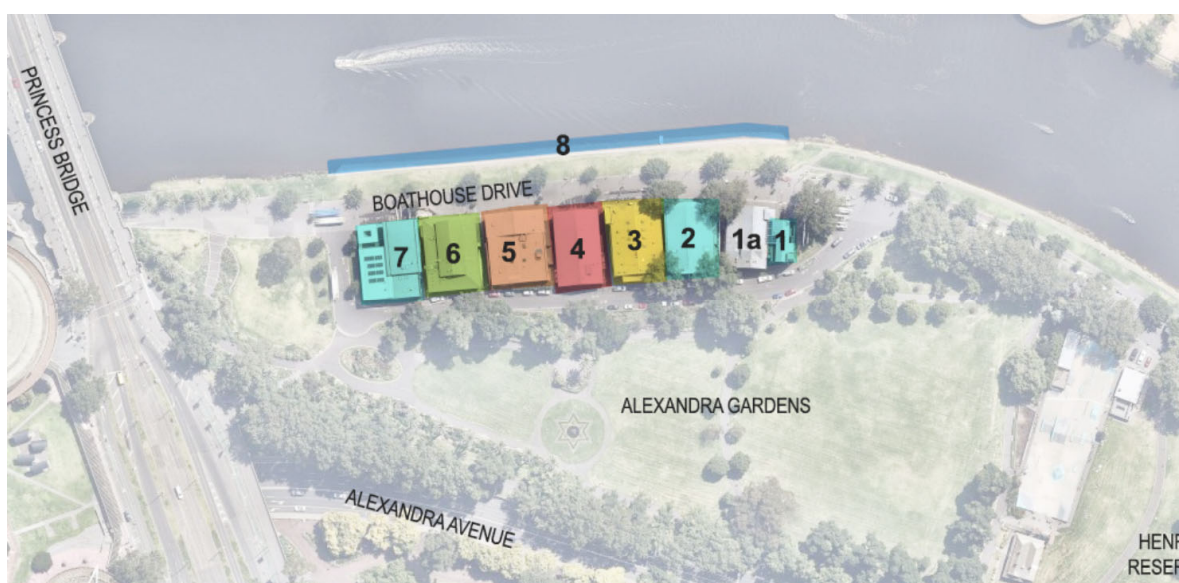
In the early twentieth century, rowing experienced a surge in popularity and increase in the number of participants and spectators. Henley-on-Yarra, an annual regatta modelled on the English 'Henley' Royal Regatta was established in 1904 (Australian Henley 2020). Local, interstate and overseas rowing teams raced over a course of approximately 1 mile and 100 yards, from the Botanic Gardens Bridge to Princes Bridge (Australian Henley 2020). The hugely popular event attracted crowds of up to 300,000 (Crotty 2008). As well as watching the rowing races, punters and spectators enjoyed other festivities held on the day, which typically included a picnic and gala and the 'Miss Henley' beauty contest (Australian Henley 2020). It was customary to decorate house boats moored on the Yarra to mark the special occasion. The prestigious Henley regatta soon became a celebrated event on the Victorian sporting and social calendar, second only to the Melbourne Cup (MRC 1980). The clubs each hosted a range of social functions, including annual balls and galas, Ladies Day, Presidents Ball and various fundraising events (MRC 1980).

The Henley Executive Committee, in collaboration with the curator of the Alexandra Gardens, oversaw the removal of ageing refreshment marquees and cycle tracks and planting of new lawn at Henley Reserve (*Age*, 23 August 1924:20). Governor-General Lord Henry Forster unveiled the newly completed Victorian Rowing Association War Memorial in 1924; the obelisk style granite and bronze monument was designed by AS Hall and built by GE Edwards. The monument (extant), erected in memory of fallen association members, was installed at Henley Reserve where Jeffries Parade intersects with Alexandra Avenue (MRC 1980). The road from Princes Bridge, along the south bank of the river to Alexandra Avenue, was formalised and named Jeffries Parade after Alderman Jeffries, an officer of Melbourne City Council for 33 years (*Table Talk*, 18 September 1929; 12; *Argus*, 14 January 1929:6).

The ongoing popularity of rowing and sculling in Melbourne is evidenced by the many rowers usually visible on the river during summer, and familiar presence of boathouses clustered along the shore between Princes Bridge (Crotty 2008).

## PRECINCT HISTORY

The place occupies the traditional Country of the Wurundjeri Woi Wurrung people. The Yarra Boathouse Precinct is situated on Crown land that was permanently reserved for use as public park and gardens in 1873 (VGG 1873:1463). The precinct includes seven boathouses developed and redeveloped between 1908 and 2010s (Figure 3 and Table 1). The 1909 and 1978 components of the Melbourne University Boathouse at 1 Boathouse Drive are integral to the development history and character of this precinct. This portion of 1 Boathouse Drive (Figure 3: Number 1a) is listed on the Victorian Heritage Register (VHR) (VHD H0682; HO499) and therefore excluded from the extent of the overlay.



Legend		Location
1	Additions (2012) to Melbourne University Boathouse	1 Boathouse Drive
1a	Melbourne University Boathouse (1908, 1978)	1 Boathouse Drive
2	Yarra Yarra Rowing Club (2005)	2 Boathouse Drive
3	Banks Rowing Club (1981)	3 Boathouse Drive
4	Melbourne Grammar School Boathouse (1953)	4 Boathouse Drive
5	Mercantile Rowing Club (1973)	5 Boathouse Drive
6	Melbourne Rowing Club (c1993)	6 Boathouse Drive
7	Richmond Rowing Club (1973, 2014)	7 Boathouse Drive
8	Boat ramp	Opposite 1–7 Boathouse Drive

Figure 3. Aerial photograph of the subject precinct showing the elements of interest. Note the locations of Alexandra gardens and Henley Reserve. (Source: Nearmap 2022 with GML overlay)

Table 1. Boathouses development history.

Address	Rowing Club	Established	Boathouse development history
1 Boathouse Drive, Melbourne	Melbourne University	1859	<ul style="list-style-type: none"> <li>• 1859 accommodated at Fuller and Jerram’s boathouse in the south bank</li> <li>• 1908 first club boathouse built at present site (extant)</li> <li>• 2012 extension to clubhouse (extant)</li> </ul>
2 Boathouse Drive, Melbourne	Yarra Yarra Rowing Club	1871	<ul style="list-style-type: none"> <li>• 1871 accommodated at Edwards’ boathouse (north bank of the Yarra)</li> <li>• 1904 first club boathouse built at present site</li> <li>• 1930 club boathouse rebuilt</li> <li>• 2005 club boathouse rebuilt (extant)</li> </ul>
3 Boathouse Drive, Melbourne	Banks Rowing Club	1866	<ul style="list-style-type: none"> <li>• 1867 accommodated at Edward’s Boathouse (north bank of the Yarra River)</li> <li>• 1889 first club boathouse built at present site</li> <li>• 1981 club boathouse rebuilt (extant)</li> </ul>
4 Boathouse Drive, Melbourne	Melbourne Grammar School	c1868	<ul style="list-style-type: none"> <li>• c1868 accommodation not known</li> <li>• 1921 first club boathouse built at present site, replacing Greenland’s boathouse</li> <li>• 1953 club boathouse rebuilt (extant)</li> </ul>
5 Boathouse Drive, Melbourne	Mercantile Rowing Club	1880	<ul style="list-style-type: none"> <li>• 1880 accommodated at Greenland’s boathouse (west of Princes Bridge)</li> <li>• 1885 first club boathouse built at present site</li> <li>• 1973 club boathouse rebuilt (extant)</li> </ul>
6 Boathouse Drive, Melbourne	Melbourne Rowing Club	1862	<ul style="list-style-type: none"> <li>• 1862 accommodated at Edwards’ boathouse (south bank of the Yarra)</li> <li>• 1884 first club boathouse built</li> <li>• 1950 club boathouse rebuilt</li> <li>• c1993 club boathouse rebuilt (extant)</li> </ul>
7 Boathouse Drive, Melbourne	Richmond Rowing Club	1863	<ul style="list-style-type: none"> <li>• 1863 accommodated at a boathouse in Richmond</li> <li>• 1916 accommodated at Greenland’s boat shed</li> <li>• c1919 moved to Edwards’ boathouse (present site)</li> <li>• 1928 first club boathouse built</li> <li>• 1973 club boathouse rebuilt (extant, altered)</li> <li>• 2014 extension to boathouse (extant)</li> </ul>

### Early development of the surrounding area

The subject area was originally low-lying land between the river and a large lagoon to the south. Given it was prone to flooding, and its status as Crown land, early building activity in this area was minimal (Figure 4 to Figure 7). In the 1840s it was known as Brickfields, or Brickmaker’s Ground, on account of the early brick-making industry that had developed there (MRC 1980).

By 1846 the colonial government had made land reservations for the establishment of Government House and the Royal Botanic Gardens (*Port Phillip Patriot Advertiser*, 3 March 1846:2). The subject area was excised from these reserves (Figure 5) (VGG 1873:1775). A pedestrian track (roughly aligning with the present Linlithgow Avenue) separated the subject area from the Government House reserve.

Except for the boathouses, few permanent structures have been built on the south bank of the river east of St Kilda Road owing to the area’s swampy character and status as a Crown land reserve. In 1853, the Victorian Volunteer Engineering Corps (the colonial militia) built temporary barracks on a site that now is part of the Queen Victoria Gardens (RAEAV 2021). The Immigrants Aid Society erected a building

adjacent to the Engineer Corps barracks in 1853 (Swain 2008). In 1868 the Engineer Corps erected a depot and pontoon storage shed for watermanship and bridging training near the boathouses (Figure 7).



Figure 4. Detail from map prepared by James Kearney showing the subject area on the south bank of the Yarra River, east of Princes Bridge in 1855. (Source: State Library Victoria)



Figure 5. Department of Crown Lands and Survey, detail from plan of Crown Lands south of River Yarra, for lease or sale, 1860. (Source: National Library of Australia)

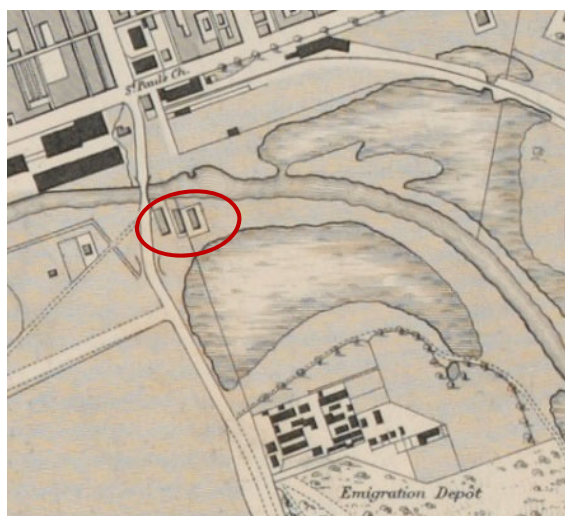


Figure 6. Detail from plan showing James Edwards' three boathouses. Note the large lagoon located to the south of the boathouses. Drawn by Henry Cox in 1864. (Source: State Library Victoria, British Admiralty nautical charts)



Figure 7. Detail from 'New plan of Melbourne & suburbs' map showing two boathouses, the 'Immigrants' Home' and the 'Military Parade Ground' in 1872. (Source: Sands and McDougall 1873)

### Development: 1859–1901

The subject precinct and the opposite river bank became popular for rowing clubs from the late 1850s. Various boathouses and boatbuilders developed their premises on both sides of Yarra River during the Victorian period, although no built structure from this era remains today.

The first public boathouse in the area was owned by James Edwards, boatbuilder, and was located on the northern bank of the Yarra, opposite the subject area (MRC 1980).

Melbourne's first professional regatta held on the Yarra in 1857, and the first amateur regatta in 1860, gave rise to the development of rowing clubs in Melbourne and to the erection of boathouses along the Yarra (MRC 1980).

Melbourne University Boat Club was the first club established (1859); it was founded by Martin Howy Irving, professor of classical and comparative philology and logic at the University of Melbourne, headmaster and civil servant (MRC 1980).

The c1861 timber shed of the Elswick Rowing Club was the first club-owned structure. The boathouse was damaged by a heavy flood in 1862 and later removed (*Australasian*, 5 December 1868: 11; *Hobart Mercury*, 19 October 1863: 3).

Following these two clubs, many of Melbourne's rowing clubs were subsequently established during the 1860s. The clubs in the subject precinct established during this period include: Melbourne Rowing Club, established in 1862 (Figure 3: Number 6); Richmond Rowing Club, established in 1863 (Figure 3: Number 7); and Banks Rowing Club, established in 1866 (Figure 3: Number 3). Other clubs included: Ballarat Rowing Club (1863); and Civil Service Rowing Club (1866, later merged with the Melbourne Rowing Club) (Matthews 1950).

By the 1870s, several boathouses were extant in the area (Figure 8 and Figure 9), which were predominately occupied by boatbuilders who conducted their trade and leased space to rowing clubs for the storage of boats. The boatbuilders included William Thomas Greenland and sons, James Edwards, and RS Fuller (S&Mc 1880; *Sydney Mail and New South Wales Advertiser*, 1 May 1886:900).

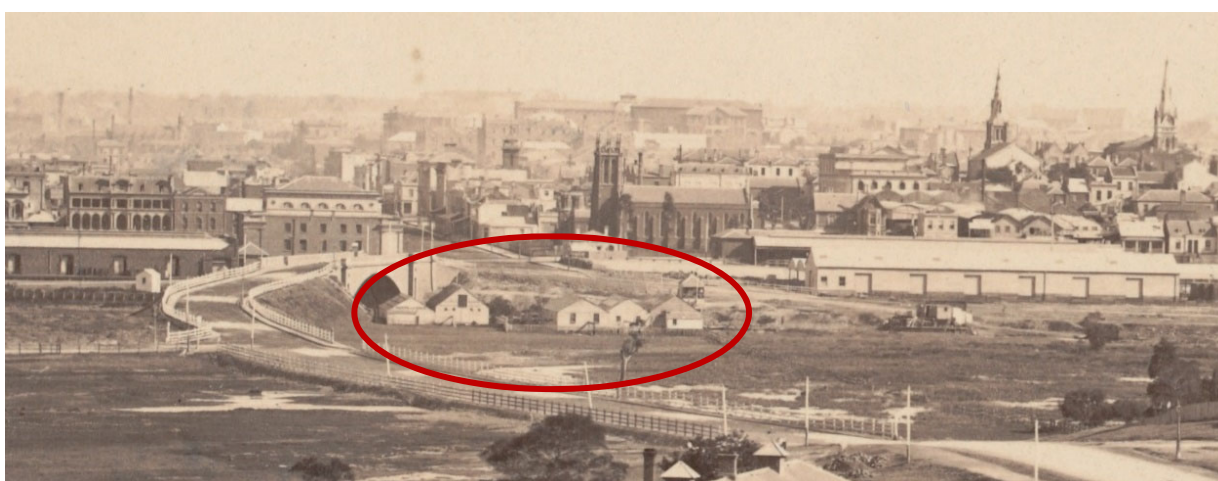


Figure 8. Elevated view along St Kilda Road, showing boathouses (shown in red circle). (Source: Charles Nettleton, 1862–1879, State Library Victoria: Melbourne views, Accession No: H88.22/15)

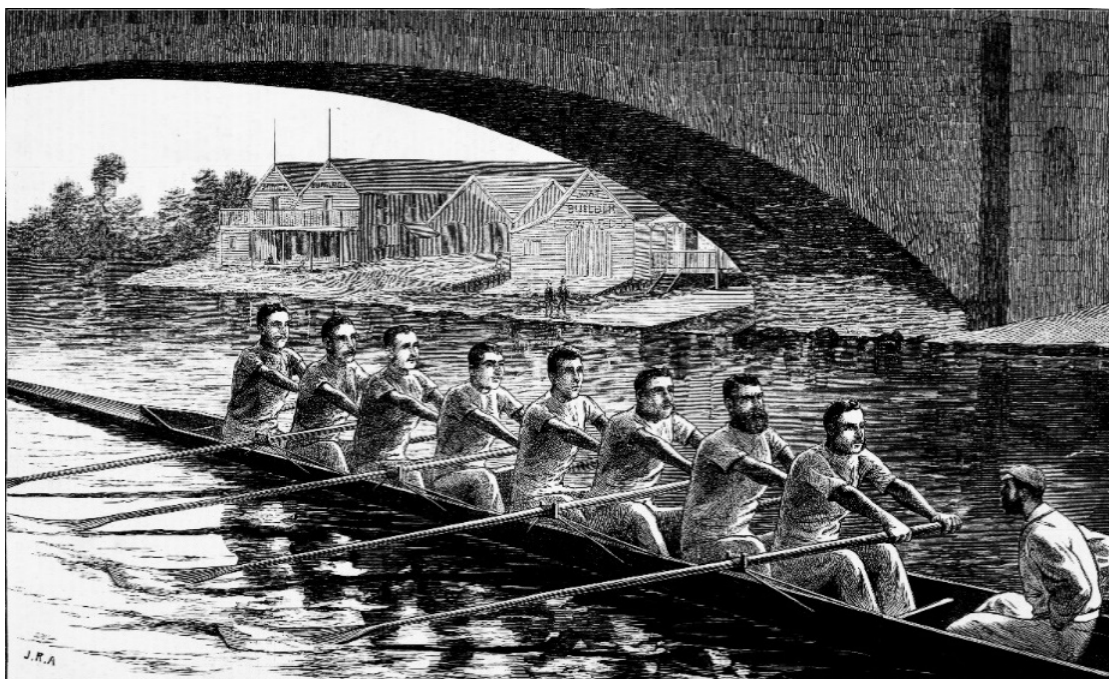


Figure 9. Etching published in the *Illustrated Australian News* in 1879, titled 'Intercolonial boat race, 'the Victorian Eight'', showing rowers on the Yarra River passing under Princes Bridge with the southern bank and boathouses in the background. (Source: Julian Rossi Ashton 1879, State Library Victoria: Illustrated newspaper file, Accession No: IAN12/05/79/73)

As the subject area was located on Crown lands, occupation licenses were necessary for clubs and businesses to build their own premises. Following the introduction of the occupation licence, the Board of Land and Works issued the first licences for Crown land in the subject area in 1883. The first three licences were granted to R S Fuller (80 feet frontage), J Edwards (160 feet frontage) and Melbourne Rowing Club (80 feet frontage) (MRC 1980). The Banks Rowing Club applied for an allocation of land for the purpose of erecting their own boathouse in 1887. Construction of the new single-storey timber clubhouse was completed in 1889 (BRC 2020).

Shortly after the completion of the new Princes Bridge (1888), designed in stone and steel by D'Ebro and Grainger, architects, the MMBW detail plan of 1896 shows a wide 'landing stage' along the south bank foreshore and the presence of six buildings (Figure 10). In that year, Sands and McDougall postal directory listed the following clubs and boatbuilders between Princess Bridge and Victorian Engineers Depot, from the east to the west: RS Fuller, boatbuilder; University Rowing Club (Figure 3: Number 1); Civil Service Rowing Club; Scotch College Rowing Club; J Edwards and Sons, boatbuilders; Melbourne Rowing Club (Figure 3: Number 5); Mercantile Rowing Club (Figure 3: Number 5); W Greenland and Son, boatbuilders; and Banks Rowing Club (Figure 3: Number 3). (S&Mc 1896). The number of clubs and businesses located in this area indicates that the premises were shared.

The Yarra River Improvement Scheme, carried out in the 1890s, significantly changed the course of the Yarra River (MRC 1980). Its present formation is the result of these works. Major works were conducted in the northern areas of the Domain to control flooding of the Yarra River from 1896 (Figure 11). Excavated material from the works was used to raise the low-lying land and to fill in the lagoon south of the subject area.

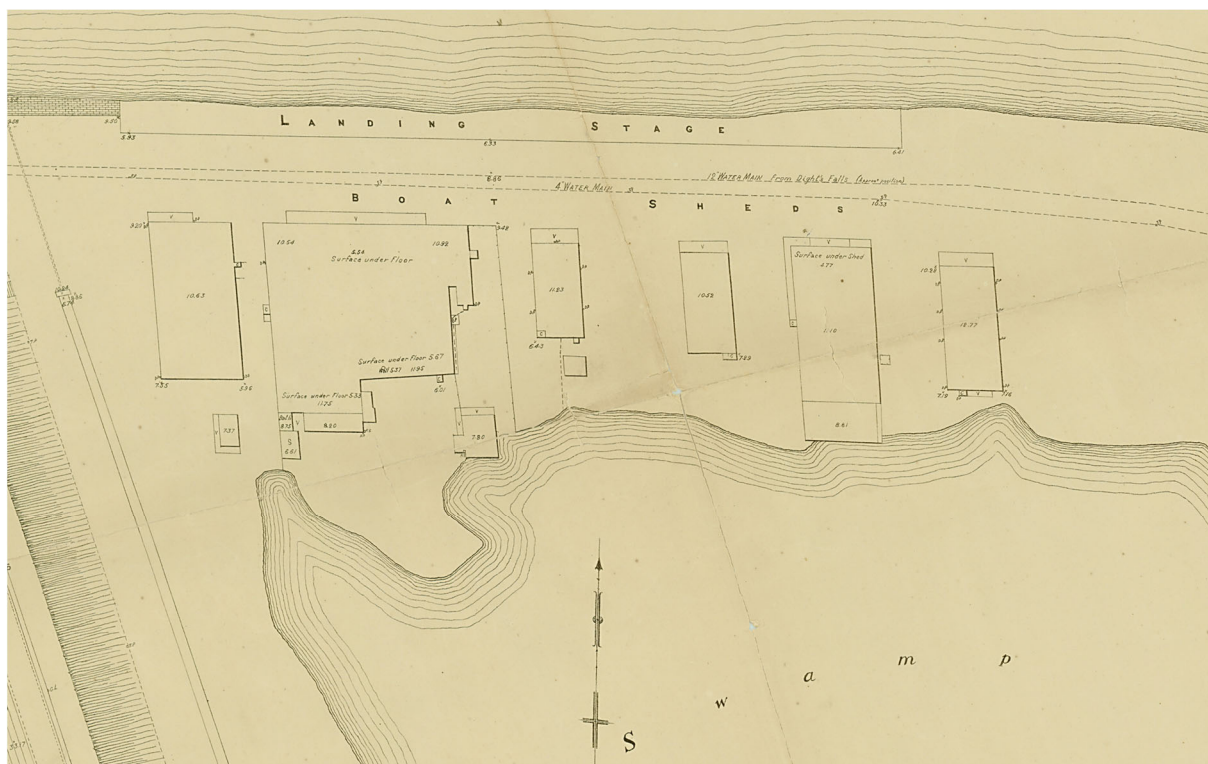


Figure 10. Extract from MMBW Detail Plan no 884, dated 1896, showing six boat-related structures and 'landing stage'. Note the large lagoon to the south. (Source: State Library Victoria)

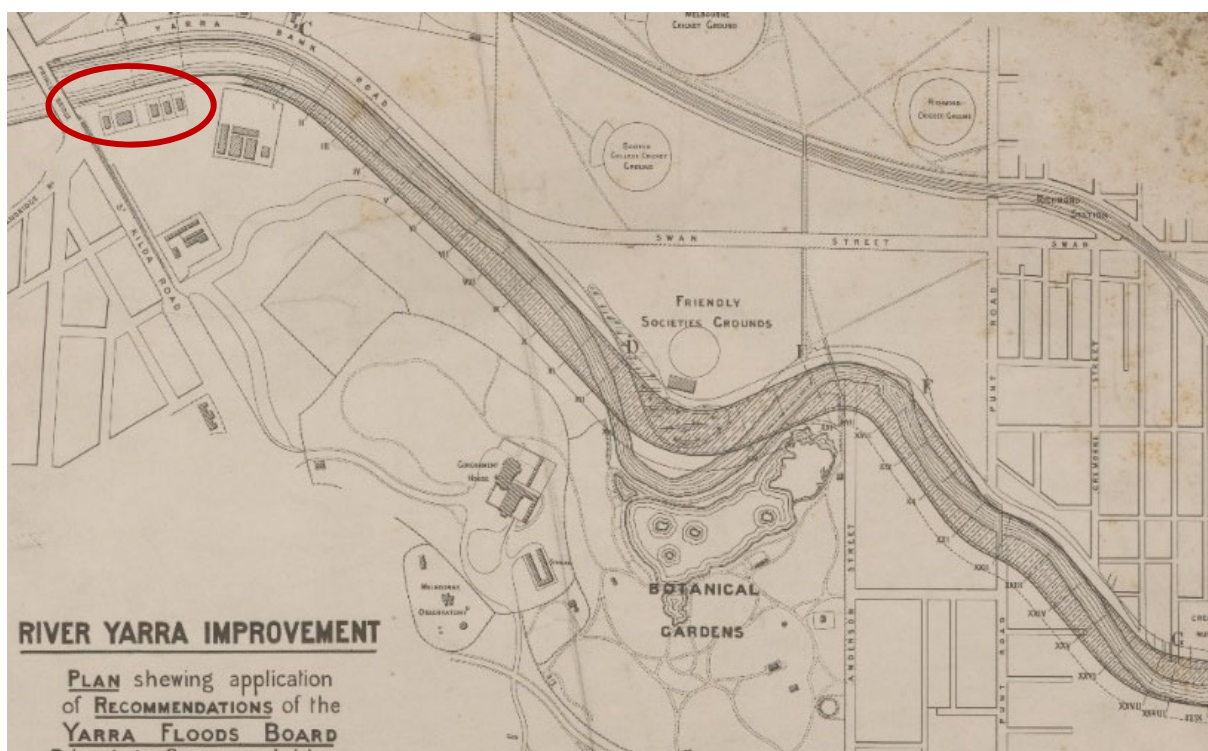


Figure 11. Detail from plan by Carlo Catani showing Yarra River improvement works, 1896. The boat-related structures are outlined in red. (Source: State Library Victoria)

## Development: 1901–1918

Recovery from the 1890s depression, improvement works to the river corridor and the return of veterans from the South African War saw club memberships slowly increase again in the early twentieth century. The establishment of the Henley-on-Yarra regatta saw rowing become a hugely popular spectator event. A period of prosperity followed that resulted in the development of the boathouses and surrounding area.

In 1901 Alexandra Avenue was constructed to the design of Carlo Cantini, chief engineer of the Public Works Department. The avenue featured four separate lanes across a width of 200 feet (approximately 61 metres) for horses, carriages, bicycles and pedestrians (VHD 2021; Whitehead 2008). The avenue provided a clear path for spectators to watch rowing events.

In the early 1900's Crown land occupation licences were held by boatbuilders J W Jerram, and J Edwards and Son, Melbourne Rowing Club, Mercantile Rowing Club, William Thomas Greenlands boatbuilder, Banks Rowing Club, and Messrs. Norris, Outhwaite & Beilby on behalf of Yarra Yarra Rowing Club and Melbourne University Boat Club (MRC 1980).

In 1903 the Melbourne Amateur Regatta Association Inc was established. Messrs A A Blackwood, George (later Sir George) Fairbairn and Captain William Charles Rivett established the association with the intention of conducting an annual regatta that would be modelled on the English 'Henley' Royal Regatta (Australian Henley 2020). In 1904 a stretch of land had been set aside as Henley Reserve on the north bank of the Yarra (*Herald*, 12 October 1904:4).

The Alexandra Gardens, located between the Engineers' Depot and Princes Bridge, were laid out c1904, also apparently to the design of Cantini (Whitehead 2008). As well as providing recreational space, the gardens were part of the program of works designed to mitigate flooding on the southern banks of the Yarra (Whitehead 2008). A star-shaped flowerbed and extensive rockwork featured in the design (both extant). The gardens added a picturesque backdrop to rowing activities and place for spectators to picnic and socialise.

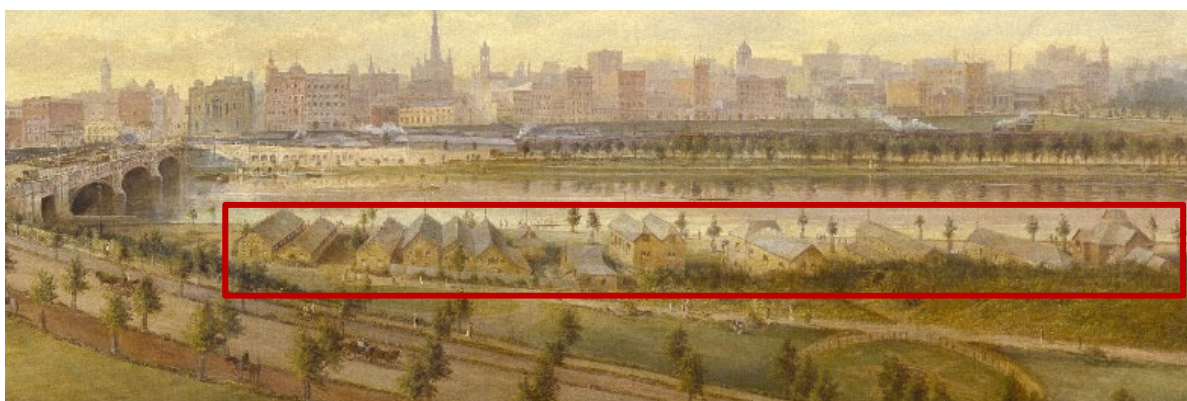


Figure 12. Illustration of showing the south bank of the river, facing north, in 1905. Note the newly created Alexandra Avenue and boathouses (outlined in red). (Source: Laurence William Wilson, 1905, State Library Victoria, Accession No: H36538)



Figure 13. Panoramic photograph of the Henley Regatta on the Yarra River, Melbourne, 1906. Shows river with rowing teams, Princes Bridge, crowds of people on the south bank (Source: Robert Scott 1906, State Library Victoria: Victorian Patents Office Copyright Collection, Accession No. H96.160/1369A)

The substantial spectator crowds that gathered along the upper Yarra to watch races and regattas required large areas of space. The Melbourne Amateur Regatta Association successfully argued to the Department of Lands that it was necessary to provide a reserve for Henley patrons (*Age*, 27 June 1908:16). The Association was granted a permit to fence and use as a reserve part of the Alexandra Gardens (*Argus*, 29 June 1928:3). The Public Works Department laid out lawn in the area now known as Henley Reserve in 1908. The Melbourne Amateur Regatta Association contributed to the cost of the lawn (*Age*, 27 June 1908:16).

One of the key developments of this period was the construction of the new Melbourne University Boat Club Shed completed in 1908 (VHD H0682), which is partially extant at 1 Boathouse Drive today (Figure 3: Number 1). Builder R T James constructed the shed to the design of A S Eggleston (Hermes record no: 831). The club had previously been accommodated at Fuller and Jerram's shed for fifty years. The original building measured 20.7 metres by 10.7 metres and was constructed of Oregon studs and jarrah weatherboards (Hermes record no: 831).

Upon the instruction of the Minister for Public Works, William Lawrence Baillieu, improvement works were carried out on the south bank from 1912 onwards. The Melbourne Amateur Regatta Association paid for the works, which included the upgrade of pathways in Henley Reserve; the extension of the existing boat platform over 200 feet (approximately 61 metres) to the west; beautification and grading of the riverbank up to the Engineers' Depot; and connection to water services (*Argus*, 8 February 1912:8).

World War I marked a period of decline in recreational boating activity along the Yarra River. Membership of the rowing clubs was still exclusive to men, and with many members enlisting to serve in the war, club activities virtually ceased for the duration of the war. Nearly all regattas were cancelled after the 1914–15 season and the Interstate Eight and Sculls and social events were abandoned (BRC 2020; MRC 1980).

In 1917 the Melbourne City Council took over the management of the Crown reserve from the Board of Land and Works (MRC 1980).

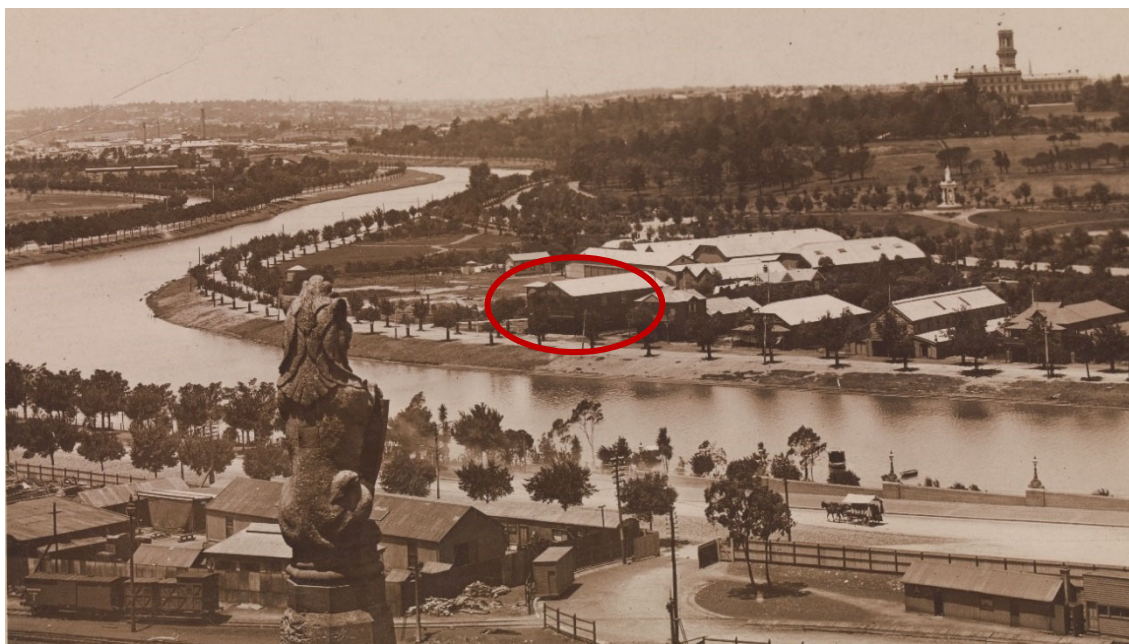


Figure 14. Yarra River with boathouses visible in mid-ground, c1908. Melbourne University Boathouse is circled in red. The buildings to the rear are the Engineers' Depot. (Source: State Library Victoria: Collection Shirley Jones collection of Victorian postcards, Accession No: H96.200/701)

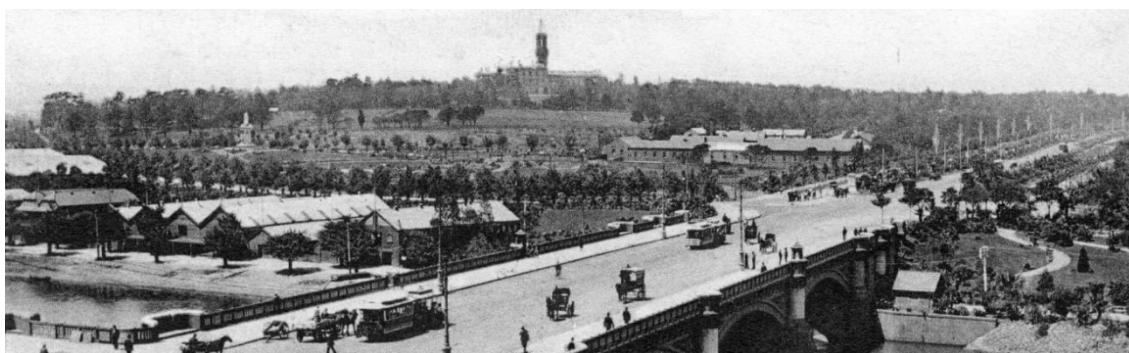


Figure 15. Image showing boathouses to the left, viewed from north bank of the Yarra River, with Alexandra Gardens and Government House visible in background, c1910. (Source: State Library Victoria: Collection Shirley Jones collection of Victorian postcards, Accession No: H96.200/495)



Figure 16. Princes Bridge and Alexandra Gardens, Melbourne, with boathouses and the Engineers' Depot visible. Picture taken in 1913. (Source: State Library Victoria: Shirley Jones collection of Victorian postcards, Accession No: H96.200/54)

## Development: 1918–1945

The decline in membership and activity amongst the rowing clubs during World War I put financial pressure on the clubs, contributing to a decrease in maintenance and development works. The poor condition of the boathouses was exacerbated when a significant fire in 1926 destroyed many of the existing structures and left those remaining badly damaged. Issues with the presentation and condition of the boathouses and surrounding area marked the interwar and wartime periods.

The Victorian Rowing Association created a Fallen Oarsmen's Memorial Fund in 1918 and members from the various rowing clubs donated generously (MRC 1980). The memorial fund was authorised by the Commonwealth Repatriation Department (1917–1974).

In the 1920s the Melbourne City Council expressed concern that the poor appearance of the boathouses would reflect badly on the city. The Engineers' Depot, located between Alexandra Gardens and Henley Reserve (Figure 17, Figure 18), was considered an 'eyesore' by Melbourne City Council parks and gardens committee (*Argus*, 8 January 1924:9). The committee sought to have the buildings removed and replaced with a river promenade 'worthy of the city' (*Argus*, 8 January 1924:9).

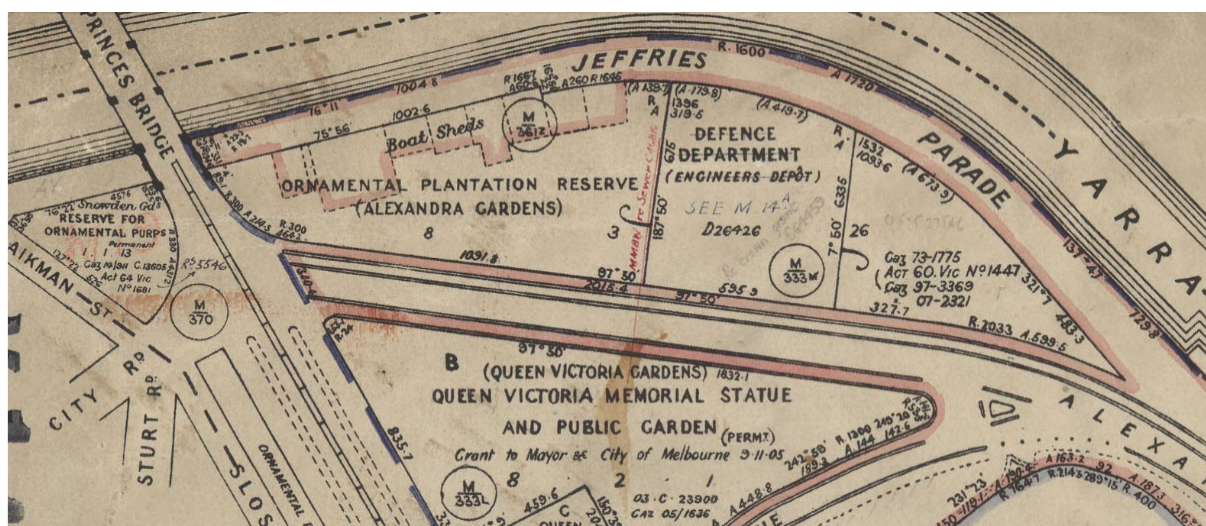


Figure 17. Parish Plan showing eight boathouses located in the subject area. Parish of South Melbourne, prepared by Vale, 1872, amended c1922. (Source: State Library Victoria)

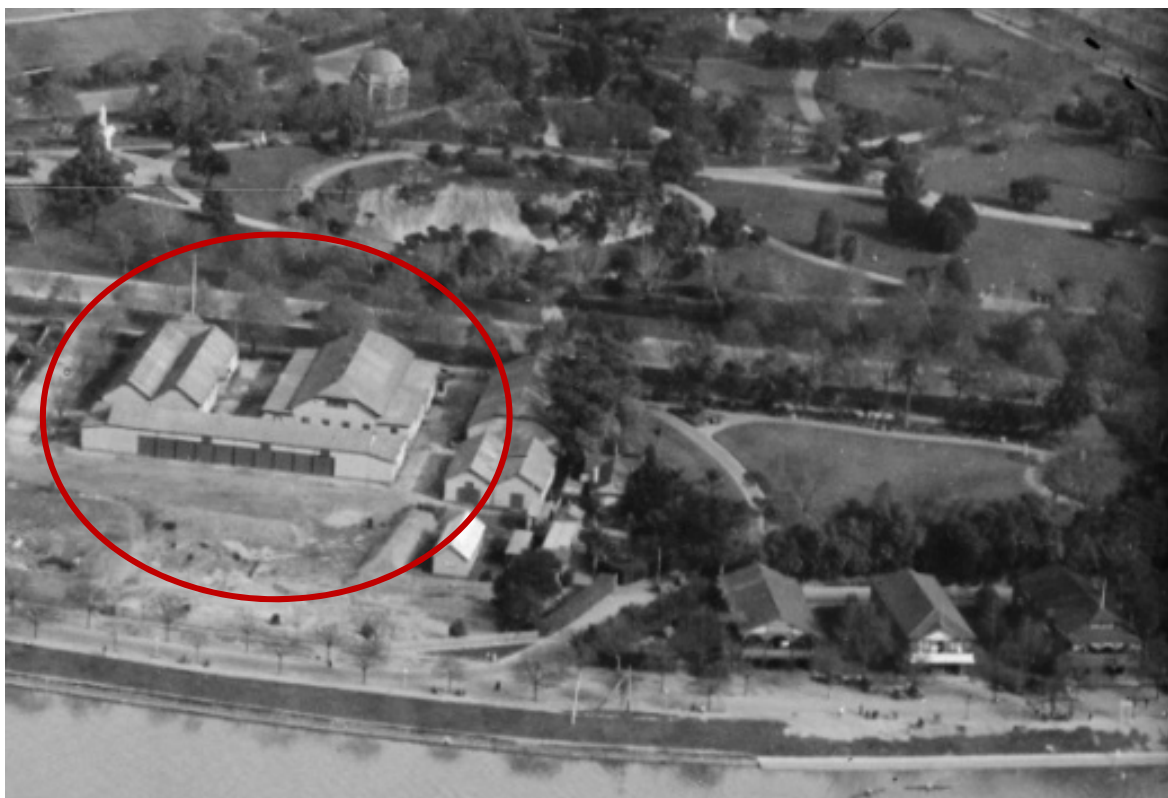


Figure 18. Aerial photograph by Charles Pratt, showing boathouses (bottom right) and old engineering corps (outlined in red), c1925–40. (Source: Charles Daniel Pratt c1925-1940, State Library Victoria: Airspy collection, Accession No: H91.160/1717)

The old Greenland's boathouses were demolished c1922 (*Australasian*, 2 September 1922:23). Richmond Rowing Club subsequently relocated to Edwards and Sons boathouses (Figure 3: Number 7) (*Australasian*, 2 September 1922:23).

A new weatherboard kiosk was erected in Henley Reserve in 1926 for use as a refreshment room (*Argus*, 20 October 1926:23). Melbourne City Council commissioned its construction at a cost of £5000 (*Argus*, 20 October 1926:23).

In 1926, only days before the Henley-on-Yarra, a fire broke out causing significant damage to the boathouses. It was claimed that 30 boathouses were destroyed by the fire, including the Hawthorn, Essendon, Footscray, Albert Park, Richmond (Figure 3: Number 7) and Melbourne (Figure 3: Number 1) clubs. Many boats were also destroyed (*Advocate*, 21 October 1926:5; *Independent*, 22 October 1926:2). The damage caused by the fire was estimated to be £10,000 (*Maitland Weekly Mercury*, 23 October 1926:8). For months after the fire the boathouses remained in a dilapidated, 'burnt and condemned' condition (*Age*, 29 January 1927:14; *Age*, 28 October 1926:10).

To further compound issues, increased motor traffic along Jeffries Parade had resulted in a series of accidents between vehicles and pedestrians/rowers (*Age*, 29 January 1927:14). Jeffries Parade was subsequently diverted behind the boathouses to improve road safety in the area. (MRC 1980).

Plans to build new boathouses and restore the area began in the late 1920s. A new boathouse was built for the Richmond Rowing Club (Figure 3: Number 7) and opened in 1928 (*Argus*, 23 January 1928:13).

Another fire in 1929 destroyed the Yarra Yarra Rowing Club boat shed (Figure 3: Number 2) (*Riverine Grazier*, 29 January 1929:2). The new clubhouse was built on the site in 1930 (YYRC 2021). The recent loss of many of the timber clubhouses to fire led to many of the new boat sheds being reconstructed with

Miller's Patent Weathered Iron, including the new Yarra Yarra Rowing Club boathouse (*Horsham Times*, 26 July 1929:13). The Oarsmen's Memorial Judge's Box was erected in 1930.

In the late 1930s the City Council proposed to remove the boat sheds to facilitate plans to control traffic by widening and straightening Riverside Drive and improve the appearance of the Alexandra Gardens (*Herald*, 26 January 1940:3; *Argus* 6 July 1939:11). Council abandoned these plans in 1940 after the rowing clubs successfully lobbied for their retention (*Herald*, 26 January 1940:3).

### Development: 1945 onwards

Rowing club membership fell once again during World War II. In the postwar period, the return of servicemen and women, the 1956 Melbourne Olympics and, from the 1980s, the permission for women to apply as members, contributed to a sustained period of activity and development of the Yarra River boathouses. Within this period, most of the boathouses in the subject precinct were built. While there was significant development of the boathouses themselves, the surrounding area has been relatively unchanged.

The boathouses in the subject precinct had been rebuilt after the World War II. During the immediate postwar years, in 1948, the top section of the original Melbourne Rowing Club was burnt out and a new boathouse was erected by 1950 (Figure 3: Number 6) (MRC 1980). The Melbourne Grammar School boathouse (Figure 3: Number 4) burned down in 1951 and was replaced with the current structure in 1953 (MRC 1980).



Figure 19. Detail from aerial photograph by Victorian Railways 1945–55, showing the boathouses. Only the Melbourne University boathouse (circled in red) survives. (Source: Victorian Railways c1945-1954, State Library Victoria: Victorian Railways collection: Accession No: H91.50/835)



Figure 20. The newly constructed Melbourne Grammar School Boathouse c1950–59. (Source: Mark Strizic c1950-59. State Library Victoria: Mark Strizic collection of photographic negatives, Accession No: H2008.11/2155)

Up until the 1950s, Melbourne City Council had funded most of the building costs associated with the club boathouses (Amos 2014). Keeping up with maintenance requirements had been a persistent issue for the clubs. The foundations of the boathouses, built on the relatively unstable riverbank, tended to sink into the ground. The use of timber construction increased fire risk, as evidenced in the numerous fires that have occurred at the sites. As well, the timber boat ramp (Figure 21) was constantly exposed to the effects of weather and water and required ongoing repair and replacement of materials. In addition to these issues, the clubs only had the option of signing on to a three-year lease, thus proposals for the long-term replacement of club houses were rarely instigated (MRC 1980). Just before the 1956 Melbourne Olympic Games, Melbourne City Council increased the rent of the boathouses by 500 per cent (Amos 2014). Council also required clubs to undertake maintenance works to the boathouses in preparation for the Olympic Games and the arrival of Olympic guests (Amos 2014). The ongoing issues with the conditions of the boathouses led to renewed proposals from Melbourne City Council that the clubhouses be removed and replaced with garden beds (MRC 1980).

Members from the Yarra boathouses rowing clubs have represented Australia at the Olympics and Olympic teams have trained in the subject area. At the 1956 Olympics, members from the Mercantile and Banks Rowing Clubs won a bronze medal for the Eights games. Neville Howell, Brian Vear and Ian Johnston (cox) of Banks Rowing Club represented Australia at the 1960 Rome Olympic Games (BRC 2020). Johnston, who was 13 at the time, remains Australia's youngest ever Olympian (BRC 2020).



Figure 21. Wooden boat ramp in front of the boathouses, Princes Bridge in the background, c1950–59. (Source: Mark Strizic c1950-59. State Library Victoria: Mark Strizic collection of photographic negatives, State Library Victoria, Accession No: H2008.11/2254)

Fire struck again in 1970 destroying the Richmond Rowing Club boathouse (Amos 2014). The new building (Figure 3: Number 7) was constructed in 1973 (MRC 1980). Melbourne Grammar School gave Richmond Rowing Club full access to their boathouse and equipment while the new clubhouse was being built (Amos 2014). While the Richmond Rowing Club boathouse was being built another fire broke out causing significant damage to the upper floor of the Mercantile Rowing Club (Figure 3: Number 5). Some of the ground floor remained intact but was demolished when the new boathouse was built in 1973. Mercantile club members and architects Daryl Johns and Peter Jones prepared the designs for the new club building.

In 1980 the Banks Rowing Club (Figure 3: Number 3) became the first club on the Yarra to allow women to join as members (YYRC 2021). The other clubs soon followed suite. This development contributed to an increase in membership numbers and activity. The Banks Rowing Club timber boathouse was in poor condition and was scheduled for removal in 1980. A black tie ‘wake’ was held the night before its demolition. The event lasted all night and the next morning two Men’s Eights rowed still wearing their dinner suits from the previous night (BRC 2020). Construction of the new brick clubhouse was completed in 1981 at a cost of \$375,000. (BRC 2020).

The rowing clubs’ associations with the sporting elite and success of the clubs was affirmed when the Mercantile Club’s Oarsome Foursome crew won an Olympic gold medal in the 1992 Olympic Games in Barcelona, and at the 1996 Olympic Games in Atlanta (MRC 1980).

From the 1990s there has been significant development of the boathouses. In c1993, the Melbourne Rowing Club (Figure 3: Number 6) boathouse was rebuilt in a Federation revival style; renovations were made to the Mercantile Rowing Clubhouse c1996 (Figure 3: Number 5) (MRC 1980). Boathouse Drive was reconstructed in 1999 (City of Melbourne 2005).

Minor external alterations and major internal alterations to Banks and Mercantile rowing clubs boathouses c2005 (Figure 3: Number 3 and Number 5) (City of Melbourne 2005). Modifications were again made to Boathouse Drive to cater for the 2006 Commonwealth Games road cycling events involving the erection of storage facilities for the Victorian Dragon Boat Association and a bicycle hire business. Several of the boathouses were also redeveloped in the 2000s. The works included:

- Demolition of Yarra Yarra Rowing Club boathouse and replacement with a new boathouse in 2005 (Figure 3: Number 2).
- An extension to the 1908 Melbourne University boathouse in 2012 to designs prepared by Lovell Chen. The extension won the Australian Institute of Architects (Victoria) architecture award in 2012 (Figure 3: Number 2).
- An extension to the 1973 Richmond Rowing Club to the design of Fooks Martin Sandow Anson (FMSA) Architects in 2014 (Figure 3: Number 7).

Melbourne City Council continues to lease the boathouses to the clubs for a peppercorn rent (*Age* [online], 23 October 2012). Several of the seven host clubs have sublease arrangements with over twenty associated rowing clubs including schools, universities, and community groups. Collectively, a total of around 3000 rowers and club members utilise the rowing facilities in the precinct (City of Melbourne 2005).

The clubs continue to meet, train, race, and host functions in the subject area.

## COMMUNITY CONNECTIONS

The Yarra Boathouses Precinct site has been associated with Melbourne rowing clubs from the late 1850s, serving the rowing community for over 160 years. The seven boathouses are highly visible landmarks on the south bank of the Yarra River and retain active connections with the seven rowing clubs that have occupied boathouses at 1–7 Boathouse Drive for over 100 years. The boathouses are physical evidence of the long-standing relationship between the site and the clubs. The precinct is also directly associated with the larger Victorian rowing community as a result of the many regattas held in this part of the Yarra River. The clubs affiliated with the Yarra Boathouses have hosted, and continue to host, a range of annual social and sporting events that are attended by members and other rowing clubs as well as the broader community. The Yarra boathouses were constructed to serve the recreational needs of the public and have social significance to rowing club members, the broader rowing community, and unaffiliated spectators for their continued use. Rowing is part of a long-standing tradition

of recreational boating activity on the Yarra. The ongoing popularity of rowing and sculling in Melbourne is evidenced by the many rowers on the river, the continued presence and activity of the clubs and their active continuing membership base.

## PRECINCT DESCRIPTION

The precinct area comprises all the structures at 1–7 Boathouse Drive, Melbourne (except for the VHR-listed Melbourne University Boathouse, Figure 3: Number 1a), and the associated boat ramp. The boathouses are located on the southern bank of the Yarra River, upstream of Princes Bridge. Boathouse Drive encircles all seven land parcels.

### Urban character

The Yarra River separates the suburb of South Yarra on the south bank from Melbourne city on the north bank. The boathouses are situated in a parkland setting on a Crown reserve that includes Alexandra Gardens and Henley Reserve. From the opposite side (north) of the river bank the boat sheds are highly visible and form a continuous frontage set against a backdrop of gardens and trees (Figure 22).

The area is predominately flat low-lying land that inclines steeply toward Princes Bridge. In front of the boathouses a linear stretch of lawn extends along the smoothly graded riverbank slope. A boat ramp constructed of narrow timber boards laid parallel to the river bank is located in front of the boathouses. Behind the boathouses, Alexandra Gardens comprises several landscaped flower beds, lawned areas and mature deciduous trees. Semi-mature to mature deciduous trees line the waterfront. Along the river corridor to the east, as the course of the river turns, the banks on either side become more densely vegetated with a mix of native and introduced tree species. The wider reserve area, including Alexandra Gardens, has modern street lighting, pedestrian paths, bicycle racks and timber bench seating.

Boathouse Drive has an asphalted surface that extends to the boathouses' footprint. On the riverbank side a narrow, paved channel running the length of the boathouses interrupts the otherwise continuous asphalt surface. Paved bluestone paths with bicycle racks and small trees are regularly spaced along the road. In front of the Yarra Yarra Rowing Club are two mature London Plane trees (*Platanus x acerifolia*).

A narrow path with a square profile concrete kerb runs along the length of the boathouses to the rear. It has mixed surfaces including compacted earth, concrete pavers, and asphalt. Vegetation includes two mature peppercorn trees (*Schinus areira*), hedges and two small lawned areas on the eastern and western ends of the proposed precinct area. Boathouse Drive turns into a small carpark at the western end.



Figure 22. Boathouses viewed from the northern bank of the Yarra River. (Source: GML Heritage 2021)

## Built form

Aligned in a regularly spaced row fronting the riverbank, the boathouses share similar built forms and general appearance. They have equal setbacks, are of similar scale and massing and have predominately low pitched gable roofs. The space between boathouses is asphalted and unfenced. Some of the clubs have additional boat racks affixed to the side walls of the boathouses.

The boathouses are two to three storey boxy rectangular forms with solid, horizontal massing. The function and use of the boathouses are expressed in their common design elements. At ground level, the boathouses have wide openings fitted with roller doors to allow for boat storage and access. Upper levels are used as multi-functional spaces and generally feature a deck or verandah and expansive glazing. Except for the 1908 Melbourne University Club Boathouse (Figure 3: Number 1), the window fenestration typically comprises large areas of glazing divided by gridded frames. A range of materials are represented in the precinct, including timber weatherboard and brick, but also pebble cast (Melbourne Grammar School boathouse, Figure 3: Number 4) and concrete (Richmond Rowing Club, Figure 3: Number 7). Likewise, the construction dates for the buildings vary, ranging from 1908–2014.

There is only one example of a Federation-era boathouse in the precinct. The Melbourne University Boathouse, built in 1908, displays architectural elements typical of this era, including the weatherboard cladding, double-storey verandah, decorative timber fretwork and a finial. It is noted that the Melbourne Rowing Club is a recent interpretation of the Federation revival style and has similar decorative detailing to the verandah and gable end.

Most of the boathouses in the proposed precinct were built after 1950 and are broadly Modern in style. They are distinguished from Melbourne University Boathouse because of their partial or complete use of brick and concrete rather than timber. As a result, these boathouses tend to have more solid massing than their earlier counterpart. Modernist window trends are readily apparent in these boathouses: horizontal strip windows, and extensive areas of glazing are found in all the examples. Windows are generally metal framed. Decorative detailing is used sparingly. Melbourne University Rowing Club (Figure 3: Number 1 and Number 1a), Banks Rowing Club (Figure 3: Number 3), Melbourne Grammar School (Figure 3: Number 4), Mercantile Rowing Club (Figure 3: Number 5) and Melbourne Rowing Club (Figure 3: Number 6) all have vertical balustrades on their verandahs. The exception to this is the Melbourne Rowing Club boathouse which is a recent Federation revival style building. Contrasting surface materials have been used to add visual texture, an example of this is the Melbourne Grammar School boathouse. Façade arrangements are generally symmetrical.

*Melbourne University Boathouse, 1908, 1978 and 2012 (Figure 3: Number 1)*

Melbourne University Boathouse at 1 Boathouse Drive consists of three parts: the main boathouse (1908) and a narrow addition to the west (1978) (VHD H0682; HO499, Figure 3: Number 1a); and a second addition to the east (2012) (Figure 3: Number 1). Although excised from the subject precinct, the VHR-listed portion of Melbourne University Boathouse and the site as a whole are integral to the subject precinct visually and historically

The weatherboard-clad main building (Figure 23 and Figure 24) has a gabled roof form, small hipped-roof belvedere tower and recessed verandahs on the ground and first levels. It has three double width openings with roller doors. The verandahs are composed of three bays with a simple triple arched valance with plain vertical fretwork and balustrades on the first floor. Similar detailing is shown on the roof of the tower. The ground level verandah has stilted segmental arches. The south verandah (to the rear of the building) has been partially enclosed. The double-storey concrete block addition to the west has a pitched roof, roller door on ground level and balcony with vertical balustrade.

To the east, the 2012 addition (Figure 23 and Figure 24) is set back from the original structure. It is a three-storey structure with a low-pitched gable roof. A trellis made of vertical timber boards forms the cladding. On the first level is a projecting horizontal window.



Figure 23. Principal façade of 1 Boathouse Drive, Melbourne. Note the 2012 addition in red outline. (Source: GML Heritage 2021)



Figure 24. Rear façade of 1 Boathouse Drive, Melbourne. Note the 2012 addition in red outline. (Source: GML Heritage 2021)

*Yarra Yarra Rowing Club, 2005 (Figure 3: Number 2)*

Yarra Yarra Rowing Club boathouse (Figure 25 and Figure 26) at 2 Boathouse Drive has a low-pitched gabled roof with extended eaves that form a roof over the first level cantilever balcony. On its principal façade the first level has a glazed wall with steel-framed openings. The balustrade of the balcony is glazed with steel framing. The ground level has four double width openings with roller doors interspersed between sections of horizontal timber board cladding. The southern façade to the rear has a glazed wall from ground level to the roofline.



Figure 25. Principal façade of 2 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)



Figure 26. Rear façade of 2 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

*Banks Rowing Club, 1981 (Figure 3: Number 3)*

Banks Rowing Club boathouse (Figure 27 and Figure 28) at 3 Boathouse Drive is a two-storey brick building with a low-pitched gabled roof that extends to cover an enclosed upper-level verandah. Its principal façade has a near symmetrical arrangement with the exception of the stunted rectangular tower on the northwest corner. On the ground level there are two double-width openings with roller shutter and an entrance door to the tower. The first level features a glazed wall facing onto the verandah. The windows frames and vertical verandah balustrades are metal. There are horizontal strip windows along both levels on the western elevation.



Figure 27. Principal façade of 3 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)



Figure 28. Rear façade of 3 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

*Melbourne Grammar School Boathouse, 1953 (Figure 3: Number 4)*

Melbourne Grammar School Boathouse (Figure 29 and Figure 30) at 4 Boathouse Drive is a two-storey building with low pitched gabled roof with deep eaves forming a roof over a balcony deck. Four slender posts support the roof form, the vertical expression in this arrangement is echoed in the balcony balustrade which consists of simple vertical metal members. The upper level has a central glazed bay with steel framed panes and vertical timber boarding surfaces on either side. The ground level features two double-width openings and pebble-cast render.



Figure 29. Principal façade of 4 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)



Figure 30. Principal façade of 4 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

*Mercantile Rowing Club, 1973 (Figure 3: Number 5)*

Mercantile Rowing Club (Figure 31 and Figure 32) at 5 Boathouse Drive occupies a double-storey rendered brick and timber building with low pitched gabled roof. The roof has deep set eaves that extend out covering an enclosed first level verandah. Four double width openings are spaced evenly at ground level. Renovations were carried out 1992–96.



Figure 31. Principal façade of 5 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)



Figure 32. Rear façade of 5 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

*Melbourne Rowing Club, c1993 (Figure 3: Number 6)*

Melbourne Rowing Club boathouse (Figure 33 and Figure 34) at 6 Boathouse Drive is a three-storey brick and weatherboard structure with low pitched gabled roof. It is designed in a Federation-era revival style, with timber fretwork, timber balustrades, and a finial accentuating the gable end. The pattern of fenestration comprises bands of casement windows and four double width openings on the ground level.



Figure 33. Principal façade of 6 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

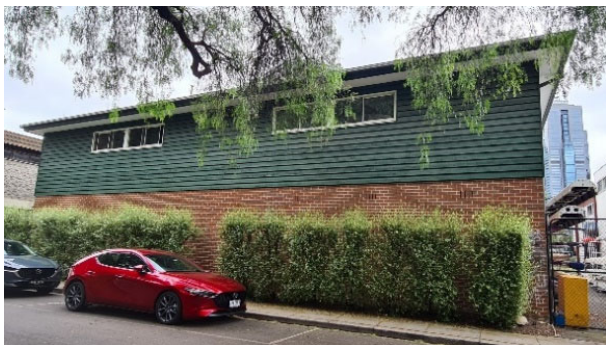


Figure 34. Rear façade of 6 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

*Richmond Rowing Club, 1973 and 2014 (Figure 3: Number 7)*

Richmond Rowing Club (Figure 35 and Figure 36) at 7 Boathouse Drive is a concrete structure with a flat roof with wide boxed eaves. The boathouse’s solid massing, geometric form and concrete materials show the influence of the Brutalist style. An open understorey level with wide openings is used for storage of boats. The first level is mostly glazed with steel frames. The boathouse was extensively refurbished in 2014 to designs by FSMA Architects. The works included the addition of a large timber-clad deck on the first level to the west.



Figure 35. Principal façade of 7 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)



Figure 36. Rear façade of 7 Boathouse Drive, Melbourne. (Source: GML Heritage 2021)

**INTEGRITY**

The precinct includes boathouses from the Federation period to the contemporary period. The historical precedent for the boathouses being periodically rebuilt, replacing earlier iterations that were in poor condition, or destroyed by fire, has contributed to the higher representation of boathouses built from the postwar period onwards. The boathouse typology is functionally driven, with boat storage provided at ground level and the upper levels used for spectating and social activities. Similarities in the boathouse designs contribute to a sense of visual cohesion. Consistent elements associated with the boathouse typology include low-pitched gabled roofs, horizontal massing, double-width ground level openings, and extensive glazing, balconies and verandahs on the upper levels.

Within the precinct, the Melbourne Grammar School Rowing Club (1953, Figure 3: Number 4), the Banks Rowing Club (1981, Figure 3: Number 3), the Melbourne Rowing Club (1993, Figure 3: Number 6), and the Yarra Yarra Rowing Club (2005, Figure 3: Number 2) boathouses all have high integrity to the construction dates provided. They retain key elements of their designs, including their built form and massing, roofs, pattern of fenestration and surface materials. The Melbourne University Rowing Club additions (2012, Figure 3: Number 1), the Mercantile Rowing Club (1973, Figure 3: Number 5) and the Richmond Rowing Club (1973, Figure 3: Number 7) represent varying degrees of modifications. These boathouses' original materials, fenestration and roofs of the original boathouses are intact, and their original built forms are still legible. The extensions to the Melbourne University Rowing Club and Richmond Rowing Club boathouses are sympathetic and clearly distinguishable as recent additions.

Alterations to the group of boathouses are relatively minor overall. The most frequent changes are alterations to verandahs and balconies, and/or replacement of windows. Recent development, including the new Yarra Yarra Rowing Club, the extension to the Melbourne University Boathouse, and the refurbishment of the Richmond Rowing Club, has generally been carefully designed to respect the form, scale and materiality of the existing boathouses as a group. The new developments neither significantly detract from the integrity of the precinct, nor disrupt the overall uniform presentation of the boathouses.

The precinct consists of a series of buildings of varying construction dates and evidences the history of re-building necessitated by periodic fires, maintenance requirements and need to increase storage capacity. It also evidences a consistency of use, building typology and occupancy. Despite having different periods of construction and development, the boathouses as a group have a clear and distinct built character that is visually cohesive. The open space setting and lack of fencing between the boathouses contributes to the visual cohesiveness of the precinct. Individually, most of the boathouses have high levels of intactness and retain their legibility to their most recent construction dates. Additions and alterations to the Melbourne University boathouse and the Richmond Rowing Club boathouse are generally sympathetic. Overall, the precinct has high integrity.

## COMPARATIVE ANALYSIS

Rowing and sculling have been popular recreational activities in Melbourne since the city's formation. The first boathouses were built in the subject area in the 1860s and occupied by boat builders and rowing clubs. Historically, boathouses were constructed of timber making them vulnerable to the effects of water, exposure to weather and fire risks. It is likely that this has contributed to the degradation and removal of early examples of this typology. There is a historical precedent across Victoria, for the periodic replacement and reconstruction of boathouses and replacement of fabric. Examples of this typology tend to be more recent constructions, dating from the postwar period onwards. While the built structures have changed over time at the subject site, the siting, occupation and use of the boathouses by the various clubs associated with the precinct is unchanged.

As purpose-built structures with specific design and siting requirements, boathouses form a distinct typology. Like many similar structures, the subject boathouses are sited on Crown land in a public reserve. These areas usually have other elements associated with passive and active recreation, including gardens, benches, pavilions, bicycle-paths and footpaths. The layout of boathouses is broadly consistent, boat storage facilities are provided at ground level and multi-function and viewing spaces located on upper levels. Their function and use is reflected in their spatial arrangement and design. At ground level, boathouses will typically have waterside double width openings to facilitate the movement of boats and oars in and out of the building. Limited fenestration at this level helps to ensure that the ground floor storage areas are secure. The upper levels often feature expansive glazing, verandahs or decks, providing an elevated platform for viewing and socialising. Associated elements including ramps and kiosks, are often located near boathouses on public reserves.

Boathouses are underrepresented within Heritage Overlays across Victoria. They are built in waterside settings in metropolitan and regional Victoria, typically with no more than one boathouse cluster per municipality. There are no boathouses included as either precincts or individual places in the Heritage Overlay to the Melbourne Planning Scheme. The nearest boathouses include Wesley College Boathouse, 162 Alexandra Avenue, and the Power House Rowing Club boathouse at 164 Alexandra Avenue, both in South Yarra (City of Stonnington), neither of which are included in the Heritage Overlay to the City of Stonnington Planning Scheme. As such the following comparators have been drawn from municipalities beyond the City of Melbourne.

The following examples are historically comparable to the Yarra Boathouses precinct as purpose-built boathouses and rowing clubs.

*Boathouses in Studley Park, 114 Studley Park Road, Kew (HO126 Boatsheds and Kane's Foot Bridge, City of Boroondara)*

The group of weatherboard boathouses in Studley Park, Kew, has occupied the site since the 1860s and individual boathouses were built and updated at various dates. The group includes a boat store, kiosk and an Edwardian residence featuring fine timber decoration. As a group they combine to form a most picturesque cluster of buildings that enhance their park setting. The boathouses are one of two located within Yarra Bend Park, the other being the Fairfield Boathouse.

*Fairfield Boathouse, 1 Fairfield Park Drive, Fairfield (HO146 Fairfield Boathouse, City of Yarra)*

The Fairfield Boathouse is believed to have been constructed in the 1890s or 1900s. It is a two-storey timber building constructed on the north side of Yarra River. Clad in weatherboard, the building has a gabled roof clad in corrugated steel, and a wide timber post verandah wrapping around the building at the first floor. The boathouse was constructed to serve the recreation needs of the public, and is part of a long standing tradition of such activities in the Park. The boathouse is a picturesque element in the riverside landscape (VHD).

*Albert Park South Melbourne Rowing Club, 31–36 Aughtie Drive, Albert Park (Non-contributory within HO446 Albert Park Lake Precinct, City of Port Phillip)*

Albert Park and South Melbourne Rowing Clubs were established on Albert Park Lake in the 1870s and amalgamated in 1994 as Albert Park–South Melbourne Rowing Club (APSMRC). The new two-storey club building was built c1996. It has a low-pitched gabled roof with overhanging eaves and is constructed of rendered brick. Three double-width openings with roller doors are present at ground level. The precinct statement of significance identifies the ongoing recreational use of the lake area, including boating, as a contributing element to the place's significance.

*Wendouree Ballarat Rowing Club and Ballarat City Rowing Club, Lake Wendouree Heritage Precinct, Ballarat, late nineteenth-early twentieth century (Contributory within HO163 City of Ballarat)*

Wendouree Ballarat Rowing Club and Ballarat City Rowing Club (built 1906) occupy boathouses located on Lake Wendouree foreshore. Wendouree Lake Heritage Precinct is an area of 259 hectares

surrounded by public reserve. Dominant visual features in the precinct include the lake itself, surrounding trees, open grassed areas, and structures associated with recreational uses including the rowing clubs, kiosks, and the footpath around the Lake. The boathouses are identified as key landmarks in the area that demonstrate the recreational and cultural role of the lake and environs.

*Bendigo Rowing Club, 34–36 Weeroona Ave, Bendigo, c1954, Lake Weeroona (HO213 Lake Weeroona, Greater City of Bendigo)*

Lake Weeroona reserve in Bendigo is listed as an individually significant place that includes the artificial lake (created 1878), ornamental planting to the south of the lake and around the perimeter, two ornamental pavilions (c1910), a Chinese tea pavilion (1990) and the Bendigo Rowing Club (c1954, altered). Boathouses have always been a feature on the northern end of the lake, as shown by early photographs. The boathouse includes several adjoining one and two storey buildings constructed of brick interlocking cubic forms. The largest section houses the boats and has limited fenestration. On the first level there is a projecting strip window facing the lake. The statement of significance identifies Lake Weeroona as a cultural landscape that is significant, in part, for its role 'in demonstrating the social and recreational activities associated with water and boating' (VHD).

*Essendon Rowing Club, 48 The Boulevard, Moonee Ponds, 1978 (altered 1984) (Contributory, HO4 Maribyrnong Park Precinct, City of Moonee Valley)*

The Essendon Rowing Club boathouse is included within HO4 Maribyrnong Park precinct. Established in 1880, the Essendon Rowing Club was initially accommodated at Spong's Boathouse at the rear of Spong's Hotel. The club built its first boathouse on the present site in 1920, this building was demolished and the current building was constructed on the same site in 1978. Alterations and additions were made in 1984. The club boathouse is a two-storey structure constructed of brick with horizontal massing. At ground level there are four double width openings fitted with roller doors. The upper level has a cantilever verandah enclosed with tinted glazing. The statement of significance identifies structures in the park as a focus for community events that contribute to the social significance of the place.

*Barwon Terrace Boathouses, Barwon Terrace (Not included in a Heritage Overlay)*

Boathouses have been a feature of this part of the Barwon River since 1864. There are presently three boathouses in the area: Barwon Rowing Club (established 1870, boathouse built in 2012); the Corio Bay Rowing Club (established 1873; boathouse built 1965, extended 1988); and the Geelong Rowing Association (established 1922, boathouse expected completion 2021).

The three boathouses have been built or developed in recent years but have longer associations to the area that, for Barwon and Corio Bay rowing clubs, extends back to the nineteenth century. The use of heavier, masonry materials on ground floor and extensive glazing on the upper level is common to all three boathouses. Each of the boathouses has three double-width openings spaced along ground level and flat or low pitched gable roofs.

## *Discussion*

The boathouses in the Yarra Boathouses Precinct are comparable to all the given examples with regards to the typology, building use and for their associations with rowing clubs established in the nineteenth century. The rowing clubs in the Yarra Boathouses precinct have been a feature of the area since the nineteenth century, but none are housed in their original boathouses. Like the Yarra boathouses, the comparative examples have replaced earlier versions. The precedent for rebuilding boathouses appears to be typical of the historical development for this typology in metropolitan and regional Victoria.

Among the listed, Studley Park boathouses, Fairfield Boathouse, Albert Park South Melbourne Rowing Club, Wendouree Ballarat Rowing Club, Ballarat Rowing Club and Essendon Rowing Club are located in public recreation reserves protected by local heritage overlays. Common among all the rowing clubs is their open setting adjacent to a body of water, which includes public parkland, boating ramps/docks, paths and benches. All of these examples display varying degree of changes and alterations.

Although not included within a Heritage Overlay, the Barwon Terrace boathouses are directly comparable to the subject boathouses as a continuous row of boathouses with shared built characteristics. The examples in this grouping are particularly comparable to Banks Rowing Club and Melbourne Grammar School boathouse as two-storey structures with low-pitched gable roofs that extend over upper-level verandahs.

Typical characteristics of the boathouse typology are apparent both in the subject boathouses and the comparative examples, particularly in their scale, siting, roofline, layout and form. The examples are also one or two storey structures with boats accommodated in storage at ground level and multi-function spaces, typically with viewing platforms—such as verandahs or balconies—provided on the upper levels. They have solid horizontal massing with either flat or low-pitched gable roofs. There are some direct comparators between individual boathouses. Bendigo and Essendon Rowing Clubs, like Richmond Rowing Club, have flat roofs, solid masonry materials, horizontal glazing and low, solid built forms. The two Federation-era boathouses are generally comparable to the Melbourne University Boathouse, as well as the Federation-era revival style Melbourne Rowing Club, for their use of finials, fretwork and use of timber.

Overall, the group of boathouses at 1–7 Boathouse Drive, Melbourne, is distinguished for the number of boathouses and the varied periods of development they represent. While the other boathouses on the HO are mostly isolated examples or smaller groups, the subject precinct is special as a group comprising seven examples of a distinct and relatively uncommon building typology in Melbourne.

As a group, the subject boathouses have an overall high level of integrity. The subject precinct contains some of the most intact examples of boathouses in Victoria including the Melbourne Grammar boathouse (1951, Figure 3: Number 4). The VHR-listed Melbourne University Boathouse (1908, Figure 3: Number 1a) also retains high intactness and is complementary to overall presentation of the subject precinct. The examples date from the postwar period onwards demonstrating the continuous presence of the clubs in this area. The continued presence and activity of the boathouses along the Yarra River evidences the ongoing social use of the area for recreational boating.

## ASSESSMENT AGAINST CRITERIA

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### CRITERION A

- ✓ Importance to the course or pattern of our cultural or natural history (historical significance).
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### CRITERION B

Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).

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### CRITERION C

Potential to yield information that will contribute to understanding our cultural or natural history (research potential).

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### CRITERION D

- ✓ Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
- 

### CRITERION E

Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

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### CRITERION F

Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

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### CRITERION G

- ✓ Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
- 

### CRITERION H

- ✓ Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).
-

## RECOMMENDATIONS

Recommend inclusion of Yarra Boathouses Precinct in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as a heritage precinct.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Melbourne Planning Scheme:

### Melbourne Planning Scheme

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01–4)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

### Other

N/A

### Precinct Category Schedule

<b>CoM Property ID</b>	<b>Place name</b>	<b>Number</b>	<b>Street</b>	<b>Category</b>	<b>Significant streetscape</b>
105120	Melbourne University Boathouse	(Part of) 1	Boathouse Drive	Contributory	-
105119	Yarra Yarra Rowing Club Boathouse	2	Boathouse Drive	Contributory	-
105118	Banks Rowing Club Boathouse	3	Boathouse Drive	Contributory	-
105114	Melbourne Grammar School Boathouse	4	Boathouse Drive	Significant	-
105117	Mercantile Rowing Club Boathouse	5	Boathouse Drive	Contributory	-
105116	Melbourne Rowing Club Boathouse	6	Boathouse Drive	Contributory	-
105115	Richmond Rowing Club Boathouse	7	Boathouse Drive	Contributory	-

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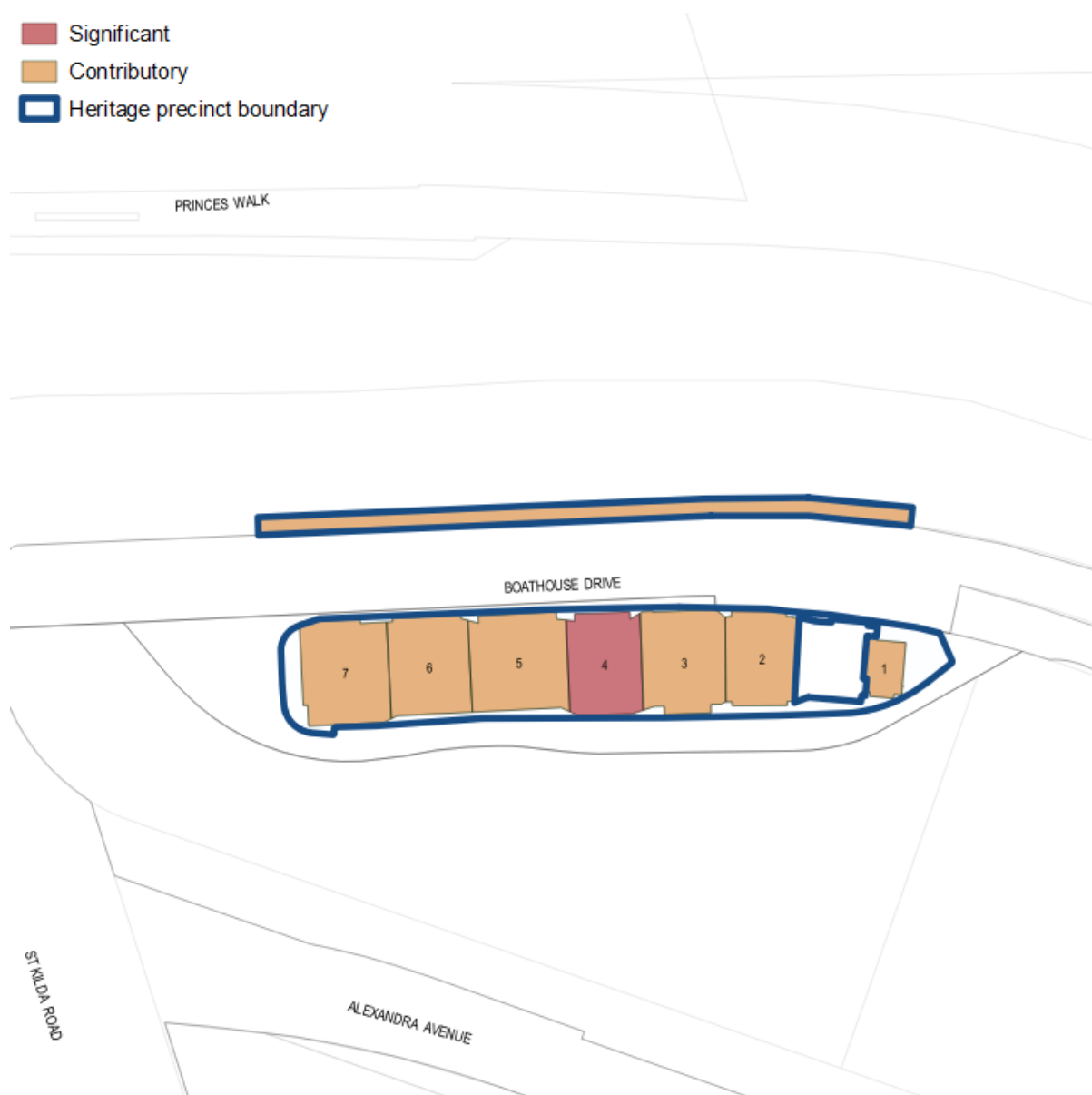
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## STATEMENT OF SIGNIFICANCE

**Heritage Place:** Yarra  
Boathouses Precinct

**PS ref no:** ~~HOxxx~~HO1418

- Significant
- Contributory
- Heritage precinct boundary



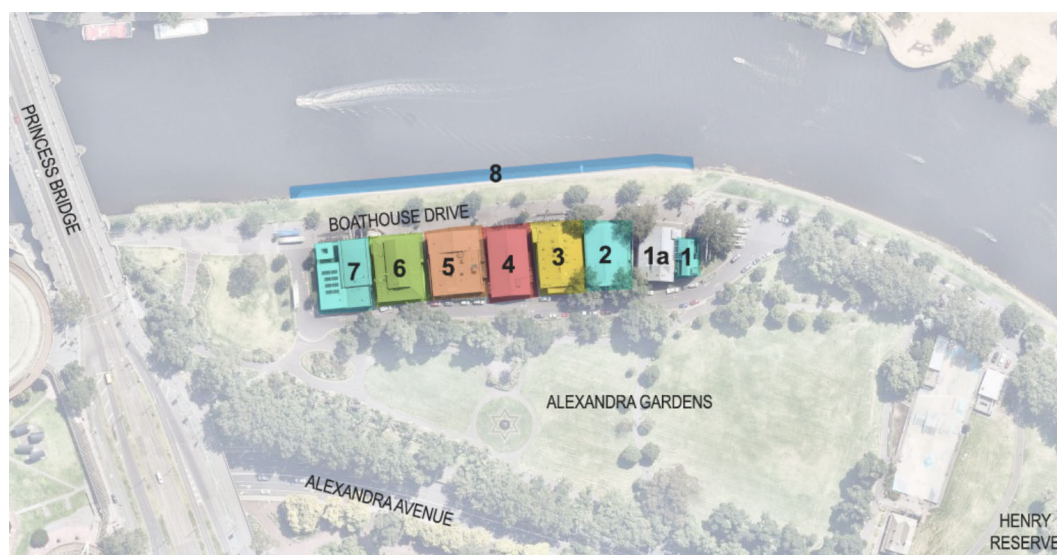
### What is significant?

The Yarra Boathouses Precinct, comprising 1–7 Boathouse Drive, Melbourne, is significant.

Elements that contribute to the significance of the precinct (Figure 1) include (but are not limited to) the:

- boathouses' original external form of two or three storeys, original roof form and verandahs, construction materials and finishes, pattern and size of original fenestration, and stylistic detailing
- buildings' high level of integrity to their original design
- siting and spacing of the boathouses
- lack of fencing and open space between the boathouses
- boathouses' prospect to, and views along, the Yarra River

- public space elements including boat ramp, trees, the shape and width of the pedestrian and bicycle path and the street lights.



Legend		Location
1	Additions (2012) to Melbourne University Boathouse	1 Boathouse Drive
1a	Melbourne University Boathouse (1908, 1978)	1 Boathouse Drive
2	Yarra Yarra Rowing Club (2005)	2 Boathouse Drive
3	Banks Rowing Club (1981)	3 Boathouse Drive
4	Melbourne Grammar School Boathouse (1953)	4 Boathouse Drive
5	Mercantile Rowing Club (1973)	5 Boathouse Drive
6	Melbourne Rowing Club (c1993)	6 Boathouse Drive
7	Richmond Rowing Club (1973, 2014)	7 Boathouse Drive
8	Boat ramp	Opposite 1–7 Boathouse Drive

Figure 1. Aerial photograph of the subject precinct showing the key elements that contribute to the significance. (Source: Nearmap 2022 with GML overlay)

### How is it significant?

Yarra Boathouses Precinct is of local historical, representative, social and associative significance to the City of Melbourne.

### Why is it significant?

The Yarra Boathouses Precinct is historically significant as it provides physical evidence of the development of recreational and professional rowing on the Yarra River. Rowing and sculling have been popular recreational activities in Melbourne since the city's formation. Some of Victoria's oldest rowing clubs have occupied premises at the subject site for over 100 years and continue to do so. The subject precinct includes the purpose-built boathouses of seven Yarra River rowing clubs established in the nineteenth century, including: Melbourne University Rowing Club (established in 1859, Figure 1: Number 1 and Number 1a), Yarra Yarra Rowing Club (1871, Figure 1: Number 2), Banks Rowing Club (1866, Figure 1: Number 3), Melbourne Grammar School Rowing Club (c1868, Figure 1: Number 4), Mercantile Rowing Club (1880, Figure 1: Number 5), Melbourne Rowing Club (1862, Figure 1: Number 6), and Richmond Rowing Club (1863, Figure 1: Number 7). The site of the Yarra Boathouses Precinct is also

important for its direct and indirect association with the Victorian Rowers Association, the oldest rowing association in the world, which was formed by members of the Yarra River rowing clubs. The development of the Henley-on-Yarra regatta in 1904 contributed to the popularity of rowing in Victoria as a spectator sport. The annual regatta became a popular event in Melbourne that drew crowds of up to 300,000 in the twentieth century. Rowing events influenced the passive recreational use of the area, as demonstrated by the development of Henley Reserve as a spectator area and the formation of Alexandra Avenue. Membership of rowing clubs grew significantly when women were permitted to apply as members from the 1980s. The clubs continue to train, race and host events at the boathouses. (Criterion A)

The Yarra Boathouses precinct is of significance for the number of boatsheds it has and the varied periods of development they represent. From as early as the 1850s, clubs established in this part of Yarra River were initially accommodated in early boatbuilders' boathouses before the 1880s since when they could apply for Crown occupation licences, which allowed the development of purpose-built club boathouses. The club boathouses have been rebuilt or altered to recover from multiple fire damages and to accommodate the needs of contemporary club operations and activities. The extant boathouses in the precinct have been developed at varying dates, replacing or extending the pre-existing structures. The precinct today comprises: The 2012 addition (Figure 1: Number 1) to the 1908 Melbourne University Boathouse with 1978 additions (Figure 1: Numbers 1a); the Yarra Yarra Rowing Club boathouse rebuilt in 2008 (Figure 1: Number 2); Banks Rowing Club boathouse rebuilt in 1981 (Figure 1: Number 3); Melbourne Grammar School Rowing Club boathouse rebuilt in 1953 (Figure 1: Number 4), Mercantile Rowing Club boathouse rebuilt c1973 (Figure 1: Number 5), Melbourne Rowing Club rebuilt c1993 (Figure 1: Number 6); and Richmond Rowing Club rebuilt in 1973 and extended 2014 (Figure 1: Number 7). (Criterion A)

The grouping of boathouses is significant as a representative example of the boathouse typology. The functionally driven form of this typology is evident in the spatial arrangement of each boathouse, with the ground level being used for the storage of boats and the upper levels used for social activities and viewing. Prevailing characteristics of the boathouse typology are demonstrated by the subject buildings, including horizontal massing, low pitched gable roofs, double width openings to the ground floor, and glazing and verandahs on the upper level. The siting of boathouses on riverbanks within a public reserve area is also a common setting for club boathouses. Public realm elements, which include the prospect to the river, parkland setting, recreational street furniture and the shared pedestrian and bicycle path, contribute to the character of the precinct. Associated elements including 'landing stages' or boat ramps are frequently located nearby. The boathouses have been a feature of this area since the late 1850s and contribute to the recreational amenity and appearance of the Alexandra Gardens. The Yarra Boathouses structures and boat ramp reflect different periods of construction but present as a coherent collection based on these shared characteristics. Melbourne Grammar School boathouse (built 1953) is significant as highly intact postwar boathouse design (Criterion D).

The Yarra Boathouses Precinct is of social significance for its direct associations with seven rowing clubs that have occupied boathouses at 1–7 Boathouse Drive for over 100 years, and for its association with the rowing community through the presence of the clubs and the competitions held in this part of the Yarra River. The clubs affiliated with the Yarra Boathouses have hosted, and continue to host, a range of annual social and sporting events that are attended by members and other rowing clubs as well as the broader public. The Yarra boathouses were constructed to serve the recreational needs of the public and have social significance to rowing club members, the broader rowing community, and spectators for their continued use. Rowing is part of a long-standing tradition of recreational boating activity on the Yarra. The ongoing popularity of rowing and sculling in Melbourne is evidenced by the many rowers on the river, and the continued presence and activity of the clubs and their ongoing membership basis. (Criterion G)

The boathouses are significant for their historical associations with successful international sportsmen and women including the 1956 Olympic Men's Eight rowing team, who won a bronze medal, and the Oarsome Foursome, who won gold medals at the 1992 and 1996 Olympic Games. (Criterion H)

**Primary source**

South Yarra Heritage Review 2022 [\(updated March 2024\)](#) (GML Heritage)

## 5 Revision to existing precinct Heritage Overlay

**PRECINCT NAME:** South Yarra Precinct

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**STREET ADDRESS:** See the precinct category schedule (Section 11)

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**PROPERTY ID:** See the precinct category schedule (Section 11)

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<b>SURVEY DATE:</b>	January–March 2021	<b>SURVEY BY:</b>	GML Heritage
<b>PLACE TYPE:</b>	Heritage Precinct	<b>ASSOCIATION WITH BUILDER OR ARCHITECT:</b>	Refer to histories
<b>DEVELOPMENT PERIOD:</b>	Victorian Period (1851–1901) Federation/Edwardian Period (1902–c1918) Interwar Period (c1919–c1940) Postwar Period (1945–1975)	<b>MAJOR CONSTRUCTION PHASE:</b>	1840s–1970s

## THEMES

ABORIGINAL THEMES:	DOMINANT SUB-THEMES:
Research undertaken in preparing this citation did not identify any clear or direct associations with Aboriginal people or organisations.	N/A
HISTORICAL THEMES:	DOMINANT SUB-THEMES:
6 Shaping a residential area	6.1 Mansions, villas and townhouses 6.2 Workers' housing 6.3 Flats, maisonettes and duplexes 6.4 Postwar residential development 6.5 Protecting the character of South Yarra 6.6 Modified and converted buildings 6.7 Suburban gardens
7 Transport, communication and essential services	7.1 Roads and bridges 7.4 Tramways 7.5 Motor garages
13 Developing trade and commerce	13.2 Retail development 13.4 Professional services

## RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an amendment to HO6 South Yarra Precinct.

**Extent of overlay:** Refer to map showing recommend revised curtilage of HO6.

## SUMMARY

HO6 South Yarra Precinct covers the area between the Yarra River and Fawkner Park and is generally bound by Alexandra Avenue, Punt Road, Toorak Road, St Kilda Road, Bromby Street, Domain Street, Domain Road and Anderson Street. Occupying elevated land and in close proximity to the city centre, merchants, professionals and wealthy speculators were drawn to the area following the Crown land sales of the 1840s onwards. Subsequent subdivisions and resultant nineteenth-century building stock are well represented across the precinct. Throughout the twentieth century, remaining vacant lots were taken up for further predominantly residential development. From the interwar period, South Yarra became a focus for flat development in Melbourne where low-rise blocks of flats became a lucrative form of investment in the aftermath of the stock market crash of 1929 and subsequent Depression. The popularity of flat development continued into the postwar period. This layering of development has resulted in the area having a rich combined architectural and streetscape character. Within the precinct there are some pockets of nineteenth and early twentieth century commercial and industrial development in St Kilda Road, Millswyn Street and at the intersection of Domain Road and Park Street. The precinct's mixed character is unified by a general consistency in building quality, height, setback, form, and a pattern of fenestration and materiality that harmonises buildings of different historical eras and architectural styles within a cohesive urban setting. The precinct is also distinguished by its high concentration of refined architect-designed buildings. Public realm elements, such as mature and semi-mature deciduous and evergreen trees, bluestone kerbs and guttering, asphalt footpaths and a network of bluestone, enhance the precinct's character.

## 5.1 HO6 INTRODUCTION

HO6 South Yarra Precinct is located in South Yarra, covering the area between the Yarra River and Fawkner Park and generally bound by Alexandra Avenue, Punt Road, Toorak Road, St Kilda Road, Bromby Street, Domain Street, Domain Road and Anderson Street. The 1840 survey of allotments and subsequent Crown land sales between 1845 and 1913 have had a significant influence on patterns of residential development within the South Yarra Precinct.

A distinguishing feature of the HO6 precinct is its layered historical and physical development. This historical layering has resulted in varied subdivision patterns and a diverse array of architectural styles within the area. The historically layered and eclectic character of the area is, in itself, a trait that unifies the precinct. In addition, the overall area contains unifying historical and architectural characteristics evident in the precinct's:

- generally high-quality standard of architecture and prevalence of architect-designed buildings (consistent across different development periods)
- diversity of architectural styles represented
- mixed subdivision patterns
- uniting public realm elements, which include a mix of wide and finer grade streets that have mature and semi-mature deciduous and evergreen trees, bluestone kerbs and guttering, asphalt footpaths and a network of bluestone lanes
- proximity and prospects to open spaces (the Royal Botanic Gardens, Fawkner Park and the Yarra River)
- predominately residential building stock
- connection between the historical processes and physical development of land reflected in the varied subdivision patterns.

While these are the uniting characteristics of HO6, five areas can be defined in relation to remnant subdivisional patterns stemming from early residential development of the area and successive land parcel reconfigurations. The creation of areas enables a more nuanced description and assessment of the wider South Yarra Precinct—a precinct characterised by its fine grained and cohesive urban planning and the quality and diversity of its built form expression (Figure 1).

Forming the southwestern end of HO6, **Area 1** covers an area subdivided and developed in 1864–65. Area 1 is a mixed-era residential and commercial area predominantly characterised by interwar and postwar flats interspersed with Victorian-era building stock.

Subdivided and developed from the 1850s, **Area 2** is the largest area between Domain Road and Toorak Road in HO6. Area 2 includes the most consistent streetscapes of nineteenth century building stock in the HO6 area, with cohesive streetscapes of Italianate terraces and detached villas. Area 2 is distinguished from the other areas in HO6 because it contains two distinct commercial areas in Domain Road and Millswyn Street.

**Area 3** is distinguished for its interwar subdivision which occurred following the demolition of a Victorian mansion 'Maritimo' in the late 1920s. The intact streetscape includes representative examples of almost every interwar architectural style and of the work of some of Melbourne's most prominent architects practising in the period.

**Area 4** is the south-eastern end of HO6. Some of the earliest subdivisions in HO6 occurred in Area 4. This early planning is clearly observed today in its street layout. The streetscapes are mixed in terms of built era and scale resulting in a rich combined architectural and streetscape character.

**Area 5** covers allotments sold and developed from 1845 as well as land reclaimed by filling in the lagoon in the early 1900s. Area 5 is distinguished from other areas of HO6 by its topography, with land sloping down towards Alexandra Avenue and the Yarra River. Area 5 has a generally mixed streetscape character, with three Victorian era pockets retaining relatively homogeneous streetscapes.

Section 2 of this report provides the historical context for HO6 and the Review area as a whole. The areas are discussed in sections 3–7, which include histories and physical descriptions for each area. All significant places within revised HO6 (both places newly proposed as significant or existing significant places to retain their grading) are included in the physical description of each area in tables with an image and brief description of each.

Building categories (significant, contributory or non-contributory) referenced in this citation reflect the proposed category for each place. Details of the existing building and streetscape grading categories of the places and proposed changes are provided in Appendix B to Volume 1 of this Review.

The places assessed as individual heritage places within this Review and places with existing HOs or listed on the VHR are also noted in discussions, as these places are integral to the character of these areas despite not forming part of HO6 itself.

Discussion of the overall precinct integrity is included in Section 8 and a comparative analysis of HO6 in regard to other similar large precincts in the City of Melbourne is undertaken in Section 9. An assessment against the recognised heritage criteria is included in Section 10, and Section 11 details the recommendations that flow from this assessment.

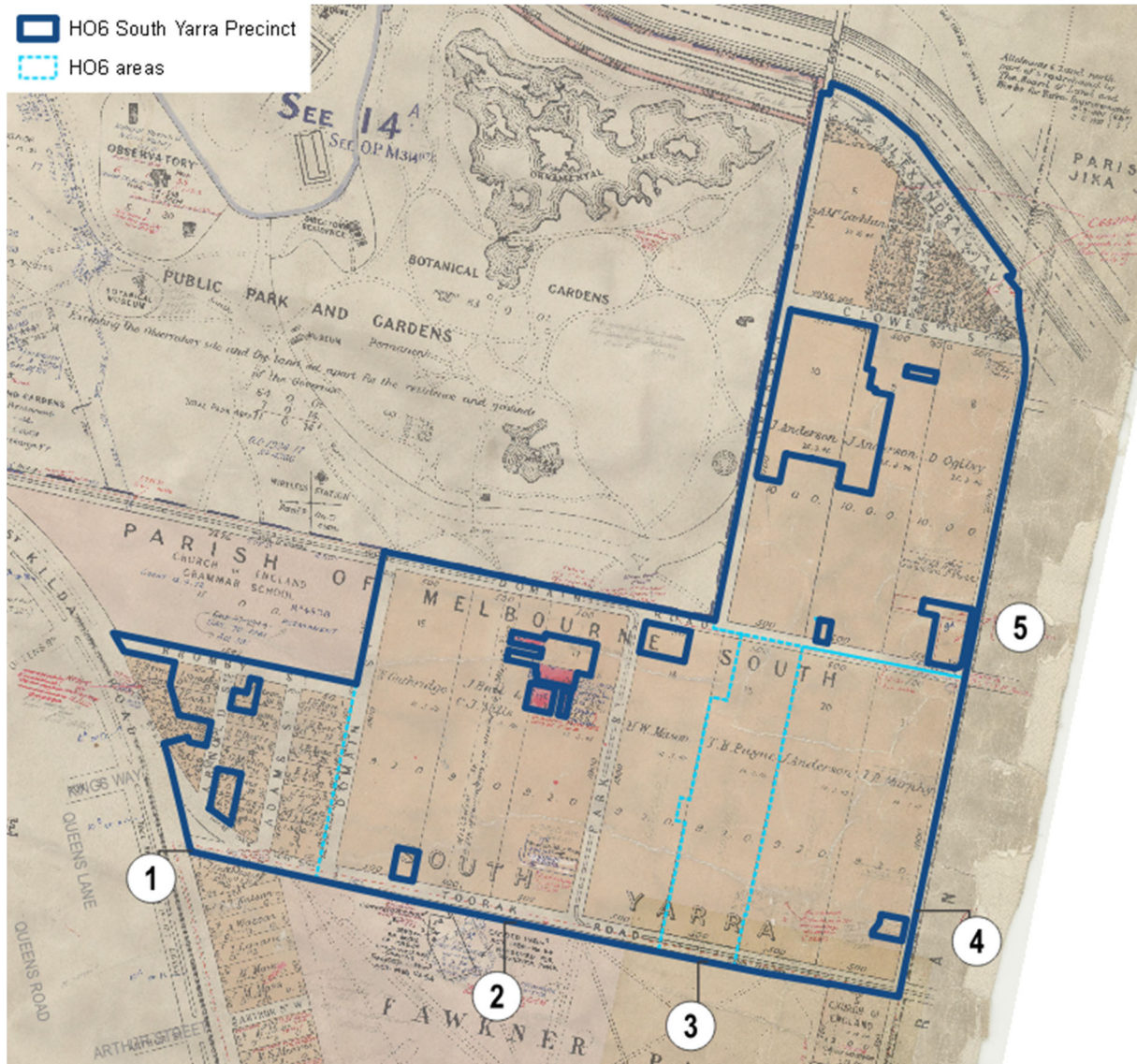


Figure 1. Original Crown Allotments superimposed with the HO6 boundary and areas. (Source: Department of Crown Lands and Survey 1922 with GML overlay)

## 5.2 HISTORICAL CONTEXT

### Early history

South Yarra Precinct (HO6) occupies a large area on the south side of the Yarra River that is the traditional Country of the East Kulin. Much of the area is elevated, with the southern section being lower. The northern part of the precinct (northern part of Area 5) likely occupied part of a site of 895 acres that was set aside in 1837 for use as an Aboriginal mission connected with the Anglican Church. In 1839, with the survey of land for sale on the eastern side of Punt Road, the Aboriginal Mission Reserve was moved to the western side of Punt Road at the Nakham Reserve, on the future site of the Botanic Gardens. The area however remained an Aboriginal encampment and meeting place into the 1860s (Lovell Chen 2015a:84; Tibbits 1983:8; Colman 1972:9–10).

The precinct area was part of the land surveyed and sold by the Crown for residential purposes in 1845–46. Its basic subdivisional and street structure was laid out in the period 1846–1870, although part of the subdivision was pre-empted in 1840, with cultivation laid out at right angles to the river, enabling landowners to have access to the river (Slater in Gould 1985:np).

The development of the precinct has been influenced by its early relative isolation on the south bank, its proximity to substantial public parks and gardens, including the Royal Botanic Gardens, the Domain and Fawkner Park, its close proximity to the city, and the ad hoc nature of early subdivision followed by later redivision (Slater in Gould 1985:np).

In the early years of the Melbourne settlement, access across the river to South Yarra from the town was by boat or punt. Punt services were established near Princes Bridge in 1838, at the Richmond Punt Road in the late 1830s, and between Richmond and Hawthorn from 1842 (Slater in Gould 1985:np). Further growth occurred in South Yarra following the construction of a timber toll bridge over the Yarra River in 1845, which was replaced by a stone bridge in 1850 (Lovell Chen 2015a:85). The present day Princes Bridge opened in 1888. Domain Road, Anderson Street and Gardiners Creek Road (renamed Toorak Road in 1876) were established by 1852. In 1899 Morell Bridge at the northern end of Anderson Street was built to the design of young engineer John Monash. It was the first concrete arch type of bridge construction in Victoria (Colman 1972:13).

Crown Allotments on the southern side of the Yarra River and on the eastern side of Punt Road, in today's City of Stonnington, sold from 1840. Development occurred in the South Yarra area, within the City of Melbourne on the western side of Punt Road, from 1846, after TH Nutt surveyed 21 'cultivation allotments' of 9 and 10 acres 'adjoining the town of South Melbourne' in 1840 (Daley 1940:31).

Nutt's survey plan of cultivation allotments was subsequently amended by the Superintendent of the Port Phillip District, Charles Joseph La Trobe. Some allotments in the northwest of the survey were given over to extensive parkland and government reserves (Lovell Chen 2015a:84), but 11 allotments (Crown Allotments 5, 8–10, and 15–21) were retained north of Gardiners Creek Road and west of Punt Road. These large rectangular allotments, in the central and northern portions of South Yarra, sold in four land sales from 1846 to 1849 and significantly influenced later subdivision patterns and the layout of streets (Figure 2 and Figure 3).



In 1844 an amending act to the *Melbourne Municipal Corporation Act of 1842* extended Melbourne's boundaries to include land south of the Yarra River, bounded on the east by Punt Road, an area that incorporates South Yarra (Slater in Gould 1985:np).

Shortly before the sale of land in South Yarra in 1846, a site for the Botanic Gardens was reserved. The western part of South Yarra thereby achieved the dual advantages of an elevated topography and proximity to a first-class pleasure ground. The completion of the new Government House in 1876 on a site occupying the highest ground in the wider area, set aside for the purpose by the mid-1850s, added significantly to South Yarra's desirability and social cachet (*Victorian Places* 2015).

Until 1939 Punt Road was a rather quiet road, terminating at the river where there was a punt and a footbridge (c1890s). A ferry also operated for a period from Punt Road to Swanston Street. Hoddle Bridge was opened in December 1938, connecting Punt Road and Hoddle Street and opening what rapidly became one of the busiest north–south routes in greater Melbourne (Wilde 2008).

## Residential development

Residential development in the precinct is concentrated in the central part of South Yarra between Toorak and Domain roads, and in the northeast bound by Anderson Street and Punt Road and Domain Road and Alexandra Avenue (City of Melbourne 2020).

Residential development in South Yarra on the western side of Punt Road began in 1845 after the first sale of cultivation allotments surveyed by Thomas Nutt in 1840. The elevated land, with the high point of Punt Hill close to the intersection of today's Punt and Domain roads, was especially attractive to new residents. These included wealthy graziers—who used South Yarra as their town base, city merchants and professionals, and members of the legal profession (Lovell Chen 2015a:84).

Lieutenant Colonel Joseph Anderson, for example, purchased three allotments in 1846 and 1849 (Department of Crown Lands and Survey 1922). Anderson, a former Norfolk Island Commandant and member of the Legislative Council of Victoria from 1852 to 1856, acquired the choice site of the South Yarra Hill (Figure 3). Anderson's land overlooked the St Kilda Road track, which straggled through lower-lying sandy and swampy terrain. Anderson Street is named after him (*Victorian Places* 2015; Barry 1966).

By 1855, development in South Yarra comprised a mix of large residences on substantial allotments and scattered small buildings constructed along the main thoroughfares and lanes after the initial land sales (Figure 1) (Lovell Chen 2015a:85). By the same year, reserves for the Church of England, Free Church, Presbyterian Church and National School were in existence on the western side of Punt Road to the south of Gardiners Creek Road (Kearney 1855).

Further residential development in the northern section of South Yarra was evident by 1864. The St Kilda Cricket Club was established on the western side of Punt Road (Figure 5).



Figure 4. Extract from Kearney's 1855 plan showing South Yarra with existing residential development and institutions. (Source: Melbourne and its suburbs [cartographic material] / compiled by James Kearney, draughtsman; engraved by David Tulloch and James D. Brown. 1855, State Library Victoria)



Figure 5. Extract from Cox's 1866 plan showing South Yarra with further residential development and the cricket ground on the western side of Punt Road. (Source: Cox, H L & et al. Hydrographic Department 1866. *Victoria-Australia, Port Phillip. Hobson [sic.] Bay and River Yarra leading to Melbourne* [cartographic material]. State Library Victoria)

With the land boom of the 1880s, many of the original large estates were subdivided into smaller allotments, and squatters, who had amassed fortunes from their pastoral estates, chose South Yarra to build their town houses. The Domain Road area was perhaps the most popular. Prominent pastoral families who bought in the area included the Fairbairns, Manifolds, Chirnsides, McKinnons, Armytages and Staughtons (who built 'St Neots'). 'Raveloe' (203 Domain Road) was also one of the houses built at this time. A number of other substantial houses were built in Domain Road, Walsh Street, and Millswyn Street, with 'Millswyn Court' being one of the few still standing. Toorak Road was another popular area, where 'Goodrest' (now Simonds Hall) has stood since 1885 (Colman 1972:12).

Although development slowed with the economic depression of the 1890s, by the period 1893–1903 South Yarra featured 'villas and elegant residences, with spacious grounds and gardens' and was described as a 'very favourable dwelling-spot for the merchants, professional men and higher class of tradesmen in Melbourne' (*Australian Handbook* 1893 and 1903 in *Victorian Places* 2015).

By the end of the nineteenth century the suburb of South Yarra, west of Punt Road, was substantially developed, with a mix of substantial and modest residences. The centre of the precinct, in the block bounded by Domain Street and Park Street, comprised relatively high-density development of terrace pairs and detached villas. There also remained a number of larger residences in the central portion of the precinct and towards the river, including 'Moullrassie', 'Goodrest' and 'Maritimo' on Toorak Road, and Fairlie House on Anderson Street (Lovell Chen 2015a:85–86).

Some pre–1920 flats in South Yarra were among the earliest blocks of flats built in the City of Melbourne. By the interwar period the urban character of South Yarra was changing. Flats became fashionable in the 1920s, particularly on Punt Hill in the area overlooking the river (Wilde 2008). As historian Seamus O'Hanlon states, until the twentieth century there were no purpose-built flats in the City of Melbourne and few pre–World War I blocks (O'Hanlon 2008).

The construction of flats in the City of Melbourne increased during the 1920s and 1930s. In 1927, the *Herald* reported that keen students of property values were optimistic regarding the future of flats in Melbourne, the trend for which was predicted to follow the lead of 'great cities overseas'. With rising land prices in close proximity of Melbourne city, new homes were becoming expensive, and the demand for flats was brisk. In addition, the report continued, owning a flat solved the 'servant problem' (*Herald*, 11 May 1927:23).

In Melbourne, individual flats, predominantly in low-rise blocks of two or three storeys, were almost always rented, rather than owned, making blocks of flats a lucrative form of investment in the aftermath of the stock market crash and depression of 1929–32 (O'Hanlon 2008).

Leighton Irwin, president of the Building Conference, noted in 1932 that the increased construction of flats in Melbourne that year marked the resumption of confidence and building activity apparent before the economic depression curtailed construction work. One regret, Irwin stated, was the ongoing demolition of old homes to make way for the flats (*Telegraph*, 28 November 1932:11).

By 1939, there was record demand for flats in Melbourne for investment purposes. During one week in March of that year, flats were sold to a total value of more than £100,000, including 12 blocks of flats which sold for more than £6000 each (*Newcastle, Sun* 13 March 1939:2).

The replacement of earlier buildings with blocks of flats was met with some opposition, with concerns that the area was being 'exploited for commercialism' (*Argus*, 22 May 1939:4). Other developments attracted media attention for their modernity, including St Leonards (1939) in St Leonards Court (*Argus*, 16 November 1939:7; Lovell Chen 2015a:86).

The popularity of flat developments continued into the 1960s. Most were again built for the rental market, specifically young adults of the emerging baby-boom generation. The basic design and amenity of flats of this era gave rise to the pejorative label 'six packs' (O'Hanlon 2008).

The density of residential development generally increased until the 1970s, when protests by residents helped limit the height of further blocks of flats. From the 1970s the area became fashionable, particularly with relatively affluent young couples and single people (Wilde 2008). The 1990s saw a third major wave of flat development.

## Commercial development

Some limited commercial development occurred in the South Yarra Heritage Precinct, at the intersection of Park Street and Domain Road and in Millswyn Street (Area 1). A small commercial pocket was also established in St Kilda Road between Bromby Street and Toorak Road (Area 1).

Some of the first commercial premises to be built in the precinct were hotels. In 1855, hotels in the precinct included the Botanical Hotel in Domain Road, Fawkner Club Hotel at the corner of Hope Street and Toorak Road, and South Melbourne Hotel in Toorak Road, both built in 1854, the South Yarra Club Hotel on the intersection of Punt and Domain Road, and the Homerton Hotel (at the western end of Toorak Road, formerly known as Gardiner's Creek Road until 1876).

Millswyn Street was developed with a few other commercial buildings by the early 1860s. By this time, a grocer and a butcher were located in this street (S&Mc 1862).

In the 1880s and 1890s additional commercial operations opened on Domain Road and Millswyn Street (both in Area 2). The Wimmera Bakery, Morton's Family Hotel, three grocers and two butchers were among other shops located in Millswyn Street by the early 1890s (S&Mc 1892).

Few industrial or large commercial buildings were located within the precinct, these included those in St Martins Lane (formerly known as Martin Place). An exception was the Mutual Store Company's property between Millswyn Street and Park Street, where the company replaced their c1880s livery stables with a new warehouse in 1923–24.

By the turn of the twentieth century a group of commercial premises, including motor garages, was established on St Kilda Road between Bromby Street and Toorak Road. In the postwar years, allotments fronting St Kilda Road became the site of the southerly extension of the central business area of Melbourne city, developed with high-rise office blocks (*Victorian Places* 2015).

Today a small shopping centre is served by the tramway that rounds the corner at Domain Road and Park Street (*Victorian Places* 2015).

## Development of public parks, gardens and reserves

The South Yarra Precinct adjoins two public parks (the Royal Botanic Gardens and Fawkner Park) which influenced the development of the Review area.

Charles La Trobe, superintendent of the Port Phillip District, was the major influence in the provision of a ring of parks and gardens surrounding Melbourne. As a result Melbourne was developed with public parklands, including an inner ring of gardens (Fitzroy Gardens, Treasury Gardens, Parliament Gardens, Alexandra Gardens and the Domain and the Royal Botanic Gardens) and an outer ring (Yarra Park, Albert Park, Fawkner Park, Royal Park and Princes Park) (City of Melbourne 2020).

La Trobe amended Nutt's early subdivision plan, providing for the site of the future Government House Reserve and Royal Botanic Gardens reserve. Kings Domain, Queen Victoria Gardens and Alexandra

Gardens were eventually included in the large Crown reserve area. Buildings established on the reserves included the National Herbarium, founded by Ferdinand von Muller in 1853, and the Melbourne Observatory, opened in 1861. La Trobe's Cottage was relocated from Jolimont to the Domain in 1963 (City of Melbourne 2020).

The reserve to the south of the subject precinct was formally named Fawkner Park in 1862, after one of Melbourne's founders, John Pascoe Fawkner. Strips of land along St Kilda Road and Punt Road were excised from the public recreation reserve for residential subdivision. In February 1864 the remaining area of 102½ acres was gazetted as permanently reserved parkland, and Crown land sales for the St Kilda Road and Punt Road allotments were held in October and December 1865 (Department of Crown Lands and Survey 1922; Gould 1985:5).

Development continued in the parks and gardens in and adjoining the precinct. Key additions include the Shrine of Remembrance, constructed in the Domain between 1927 and 1934, and the Sidney Myer Music Bowl, also constructed in the Domain in 1958 (City of Melbourne 2020).

## Development of institutions and place of worship

Within and adjoining the South Yarra Heritage Precinct, St Kilda Road housed a number of institutions, including the Immigrants' Home (1853) near Princes Bridge (since demolished) and Melbourne Grammar School (1855). Beyond the HO6 area in South Yarra, between 1864 and 1870, other land was granted to the Royal Victorian Institute for the Blind (1867), the Victorian Deaf and Dumb Institution (1866), the Alfred Hospital (1869), the Royal Freemasons Homes (1868), and Wesley College (1866) (Lovell Chen 2015a:85; Oscar Slater in Gould 1985:np).

Within the Review area, a strip of land along the western side of Punt Road, between Toorak Road and Commercial Road, was set aside for approved denominations. In 1854, five of the major denominations were granted two-acre reserves by the government. The Church of England, the Methodist Church and the Presbyterian Church subsequently erected church buildings in this area; the Independent Church and the Catholic Church built elsewhere, and their allocated land was then subdivided into half-acre lots and sold to private developers from 1865 (Oscar Slater in Gould 1985:np). The South Yarra State School was established on the site of a Presbyterian church school (1854) in 1877 (*Victorian Places* 2015).

The Church of England had a strong presence in the area. Christ Church opened at the prominent corner of Punt and Toorak roads in 1857. The Melbourne Church of England Girls Grammar School (1903) is east of the Botanic Gardens (*Victorian Places* 2015). In 1900, the local Anglican Church, Christ Church, built St Chad's Chapel of Ease at 44–46 St Martins Lane (formerly 44–46 Martin Street). In 1934, Melbourne Little Theatre Co converted the disused St Chad's Chapel of Ease into an 'intimate theatre'. The theatre company operated out of the Chapel until 1956 when the building was replaced with a new theatre designed by architect Gordon Murphy of Cowper Murphy and Associates (PROV VPRS 11200/P1).

## 5.3 HO6 AREA 1

<b>STREET ADDRESS</b>	403–407D St Kilda Road, Melbourne, 1–59 and 16–50 Adams Street, 37–51 and 14–52 Arnold Street, 1–73 Bromby Street, 1–77 Domain Street, and 10W–26W Toorak Road, South Yarra
<b>PROPERTY ID</b>	Refer schedule



SURVEY DATE: January–March 2021

SURVEY BY: GML Heritage

<b>HERITAGE INVENTORY</b>	Refer to schedule	<b>HERITAGE OVERLAY</b>	HO6 South Yarra Precinct
<b>PLACE TYPE</b>	Heritage Precinct	<b>MAJOR CONSTRUCTION PHASE</b>	1865 onwards
<b>PERIOD OF DEVELOPMENT</b>	Victorian Federation Interwar Postwar	<b>ASSOCIATION WITH BUILDER OR ARCHITECT</b>	Refer to history

## OVERVIEW

This area includes the Crown Sections 3 and 4, subdivided into 21 lots and sold in 1864. The lots fronted the newly surveyed roads of Adams Street, Arnold Street and Bromby Street. Another seven allotments were surveyed on an area initially reserved for a plantation immediately to the west and sold in 1865 (Oscar Slater in Gould 1985:np). Area 1 is a mixed-era residential and commercial area predominantly characterised by interwar and postwar flats interspersed with Victorian-era building stock. It demonstrates several historic phases of development. Visual cohesion throughout the area is afforded by consistency in public realm elements such as road widths and parking arrangement, and the mature street plantings. These elements together create a sense of enclosure and give the area a distinct ‘village’ feel. Non-Contributory properties are related in scale, street setback and form and so are not overly intrusive.

Interwar commercial use is evidenced by three former motor-related buildings, including the former Kellow Falkiner Showrooms (VHR H0668). Two religious buildings adjacent to this area are assessed as individual heritage places outside HO6 in the *South Yarra Heritage Review 2022*. These are:

- St Thomas Aquinas Catholic Church at 39–45 Bromby Street, built in 1915 and remodelled in 1954 to the design of Thomas G Payne.
- Melbourne Hebrew Congregation built in 1929–30 at 2W–8W Toorak Road.

The area borders St Kilda Road (VHR H2359), and is close to the northwestern corner of Fawkner Park (VHR H2361). Melbourne Grammar School (VHR H0019), which adjoins the precinct on Bromby Street, was a critical influence on the development of the area. The naming of both Arnold Street and Bromby Street (and possibly Adams Street) relate to significant figures associated with Melbourne Grammar School and its model, Rugby School in Warwickshire, England.

The extent of Area 1 and other heritage places outside HO6 are shown on below.



Figure 6. Plan showing Area 1. Note the the VHR listed places and individual heritage places assessed as part of this Review adjacent to Area 1.

## AREA HISTORY

This area occupies the traditional Country of the Bunurong people. In 1837, a site of 895 acres on the south bank of the Yarra River was set aside to be used by the Anglican Church as an Aboriginal mission. The mission was closed in 1839. Historical reports record that Aboriginal people continued to camp in Fawkner Park and the Domain in the 1850s and 1860s, before being forced out of Melbourne.

### *Development: 1864–1901*

Area 1 is located on Sections 3, 4 and 5 of the Parish of Melbourne South (Figure 7).

After the sale of the large ‘cultivation allotments’ in South Yarra in 1846–49, additional Crown land in the Parish of Melbourne South was subdivided in 1859. Sections 3 and 4 were subdivided into 14 allotments, with lots fronting the newly surveyed roads of Adams Street, Arnold Street and Bromby Street, and sold in 1864. Another seven allotments were surveyed in 1864 in Section 5, an area originally proposed for a tree plantation, and these were sold in 1865 (Figure 8) (Department of Crown Lands and Survey 1922; Office of Lands & Survey c1864 ‘Allotments on St. Kilda, Gardiner’s Creek & Punt Roads’).

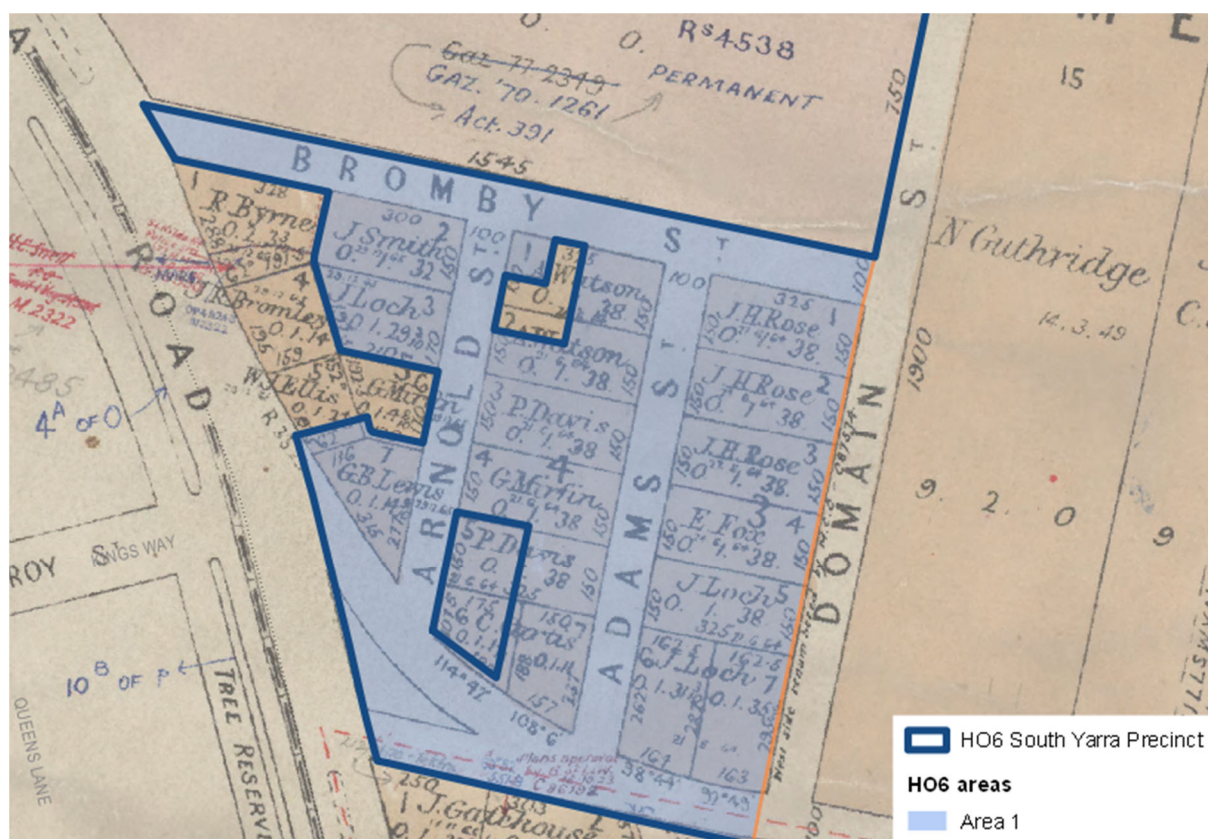


Figure 7. Extract of the 1922 Parish Plan showing Crown Sections 3, 4 and 5 of the Parish of Melbourne South. (Source: Department of Crown Lands and Survey 1922 with GML overlay)

The construction of residences in the subject precinct commenced soon after the sale of allotments in 1864–65. By 1870, Area 1 was developed with three houses in Adams Street (formerly ‘Adam Street’), seven houses in Arnold Street, another seven in Bromby Street, and three houses on the western side of Domain Street (S&Mc 1870).

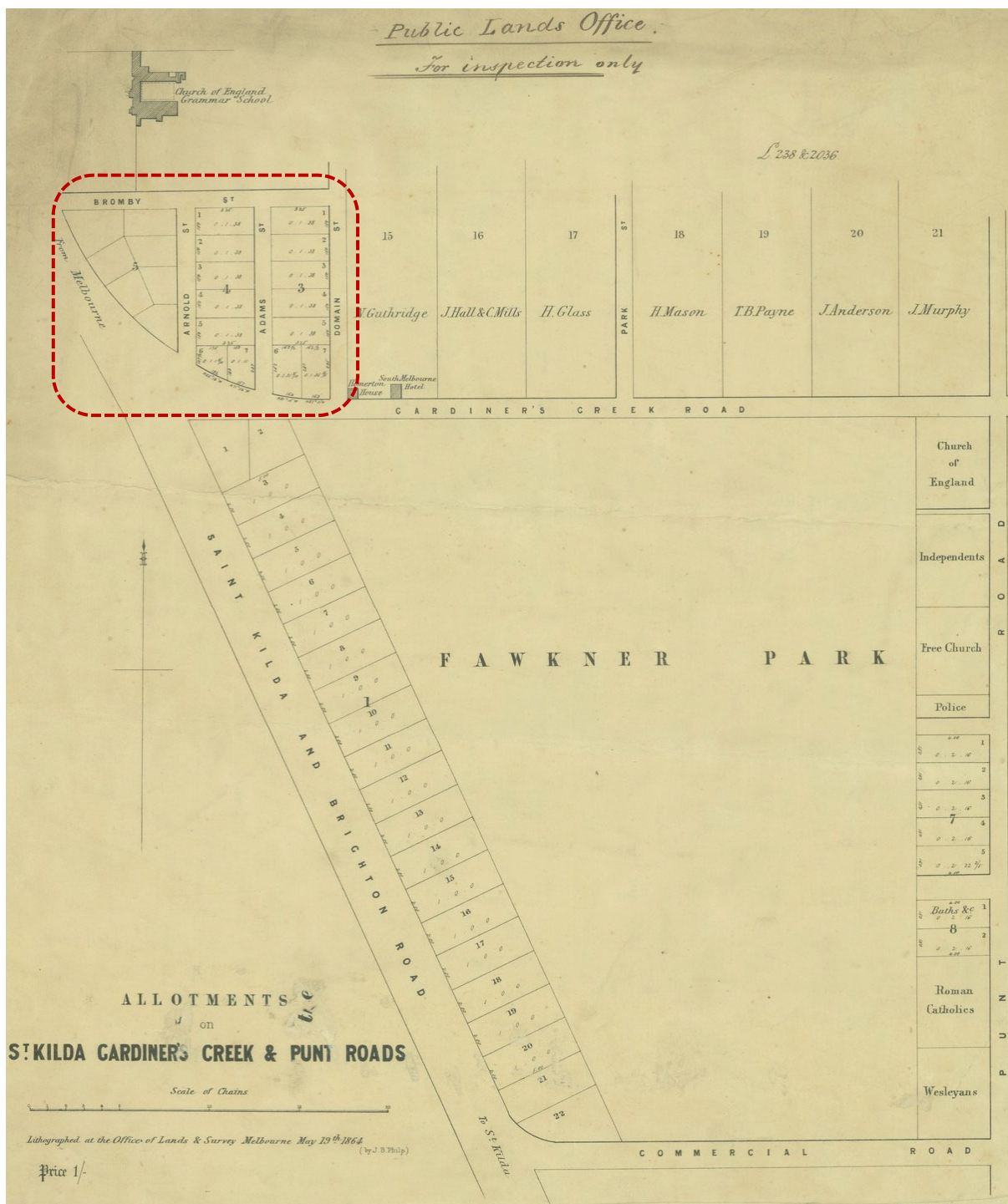


Figure 8. Plan showing the subject covering Crown Sections 3 and 4, sold in 1864, and Section 5, sold in 1865 (outlined in red). (Source: Office of Lands & Survey c1864, State Library Victoria: Parish maps of Victoria with GML overlay)

1–7 Bromby Street was built in 1865 for John Humble Rose as a single-storey residence. The house, known as Bromby House, is one of the earliest houses built in this area. By 1871, the property was owned by Malcolm McCallum, who extended the house from 7 to 10 rooms in 1874 and commissioned a second-storey addition to a design by architect Charles Webb in 1881 (MCC registration no 8267, as cited in Lewis 2011, record no 832217). This property originally occupied Crown Allotments 1, 2 and 3, Section 4, purchased by JH Rose. Further alterations were made to the property after the change of

ownership in 1919. Now owned by Melbourne Grammar School, the house exists in altered form, with later extensions built in 1960 for the Myer Music School (Figure 9) (CoMMaps).



Figure 9. Principal façade of Bromby House at 1–7 Bromby Street in 1983. (Source: John T Collins 1983, State Library Victoria: J.T. Collins collection, Accession No: H98.251/989)

The two extant single-storey brick houses at 50 and 52 Arnold Street, built by 1869 by owner and builder James Macartney, are also evidence of this era of construction (Gould 1984; MCC registration no 2934, as cited in Lewis 2011 record no 83294; MCC registration no 2626, as cited in Lewis 2011 record no 83293).

Another notable Victorian period villa that existed in this area was ‘Moultrassie’, which was located on the northwest corner of Domain Street and Toorak Road. Tenders were called in December 1864 by architect John Felix Matthews for the owner John Dickson Loch (*Argus*, 9 December 1864:3). The villa occupied most of Crown Allotments 5, 6 and 7, purchased by Loch during the Crown land sale (Department of Crown Lands and Survey 1922; S&Mc 1870). ‘Moultrassie’ was demolished in the late twentieth century.

From the 1870s to 1880s, further residential development occurred in Adams Street, Arnold Street, Bromby Street, and St Kilda Road. A right of way was formed between Arnold Street and Adams Street around this time by the Corporation of Melbourne. Surviving houses from this period include:

- Moyola, a single-storey brick residence, built between 1870 and 1875 at 71–73 Bromby Street (S&Mc 1870 and 1875).
- A single-storey residence at 49–51 Arnold Street, built between 1875 and 1880 (S&Mc 1875 and 1880).
- Two houses at 24–28 Adams Street and 30 Adams Street, developed in 1889 on part of Crown Allotment 5 at the rear of ‘Moultrassie’ (Department of Crown Lands and Survey 1922; MMBW Detail Plan No 896 and 897, 1896).

Notable non-residential developments from the Victorian period in this area include the establishment of a police station (now demolished). The Bourke District station opened at 383–385 Si Kilda Road between 1875 and 1878 (S&Mc 1875, 1878).

The main thoroughfare of St Kilda Road became busier with the opening of the new Princes Bridge in 1888, which allowed for a greater flow of traffic between Melbourne and the south-eastern suburbs. The Tramway Engine House was situated at the corner of St Kilda Road and Bromby Street to service the new tram routes along St Kilda Road and Domain Road (MMBW Detail Plan No 896 and 897, 1896; photo SLV c1975. Check Sands and McDougall, 1865). The new Brighton branch opened on 11 October 1888, and the Prahran route followed, opening on 26 October 1888 (Vines 2011:44–45).

The Tramway Engine House site had formerly been the location of the residence of Miss Anne Payne, whose property was also occupied by Bunurong man Mongara (known as 'Mr Man') (*Herald*, 18 November 1930:6).

Following the opening of the tram routes in 1888, examples of more substantial, two-storey brick residences were built in this area in the late 1880s and 1890s. The extant examples from this period include:

- A row of four two-storey terraces at 55–61 Bromby Street, built in 1885 for Percival Longbottom (MCC registration no 1654, as cited in Lewis 2011 record no 83606).
- An asymmetrical two-storey house at 30 Adams Street, built in 1887 for W Jones to a design by architects DeGaris and Son (MCC registration no 2581, as cited in Lewis 2011 record no 83330).
- A detached two-storey house at 24–28 Adams Street, built in 1889 for J Taylor to a design by architects Loweish and Moorehouse (MCC registration no 3844, as cited in Lewis 2011 record no 83462).
- A pair of two-storey terraced houses at 45–47 Arnold Street, built for Edward W Gill in 1891 to a design by architect D Grant (MCC registration no 4972, as cited in Lewis 2011 record no 83539).

A refined single-storey house at 10W–12W Toorak Road was one of the last Victorian-era additions to this area, built c1896 for Edward Kerr to his design (Gould 1984).

Another notable place from this period was the home of the esteemed botanist, Ferdinand von Mueller, at 28 Arnold Street, where he lived from the early 1890s until his death in 1896 (*Age*, 12 October 1896:5). The house was demolished in the 1960s.

MMBW plans produced in 1895 indicate that some large properties survived in the eastern portion of the area between Arnold Street and Domain Street, with the remainder of the precinct subdivided into smaller allotments (Figure 10).

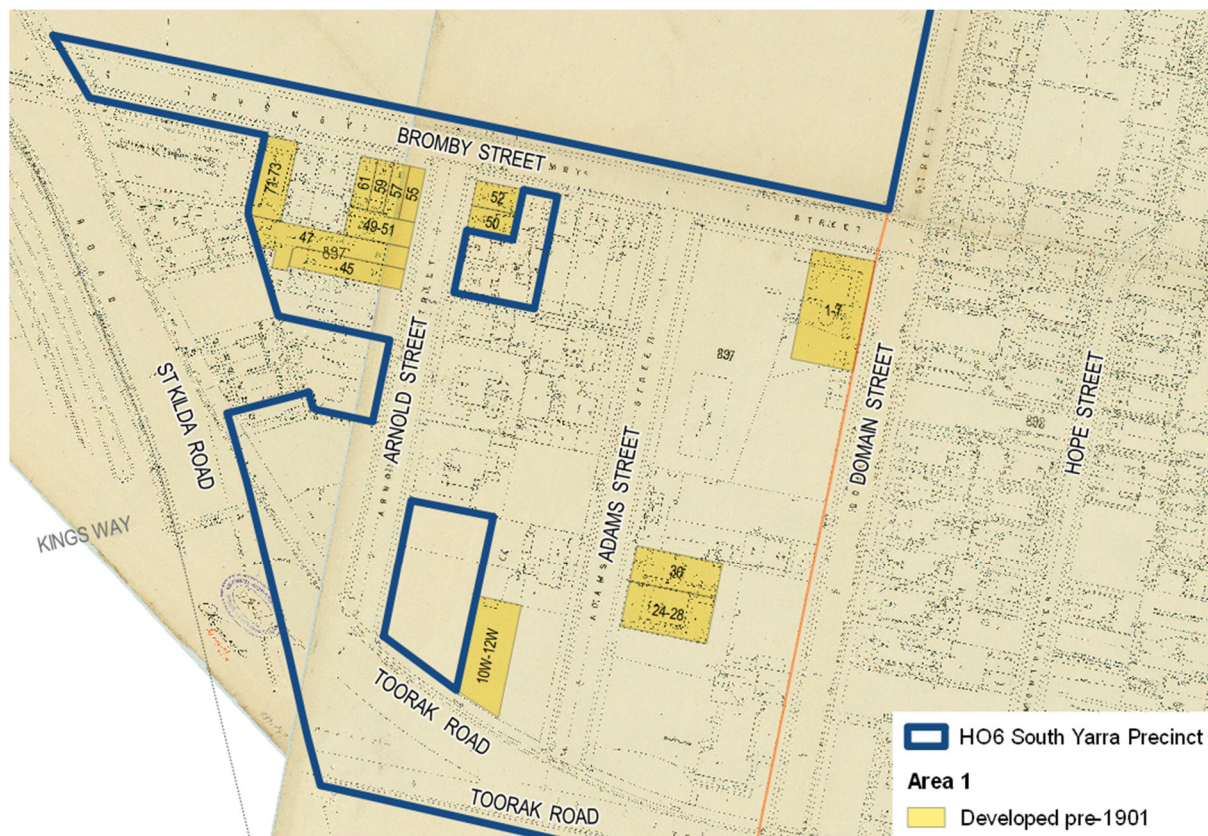


Figure 10. Extract of MMBW Detail Plan No 896 and 897, 1895–96, with GML overlay showing the locations of the pre-1901 buildings extant today. 10W–12W Toorak Road was built c1896, after the 1895 survey was completed. (Source: State Library Victoria)

## *Development: 1901–1918*

### *Residential development*

Little development occurred in the area between 1900 and 1918. An example of a pre-1920 residence can be seen at 33 Bromby Street (now part of 31–37 Bromby Street), which was built c1915 for Ernest Campbell to a design by architects Sloan & Goss (MCC registration no 5761, as cited in Lewis 2011 record no 83499). This house replaced a Victorian house.

### *Commercial and industrial development*

During this period, commercial enterprises were established along St Kilda Road (Figure 11). These included a private hospital and motorcar garages that catered for increasing car ownership in the area from 1910.

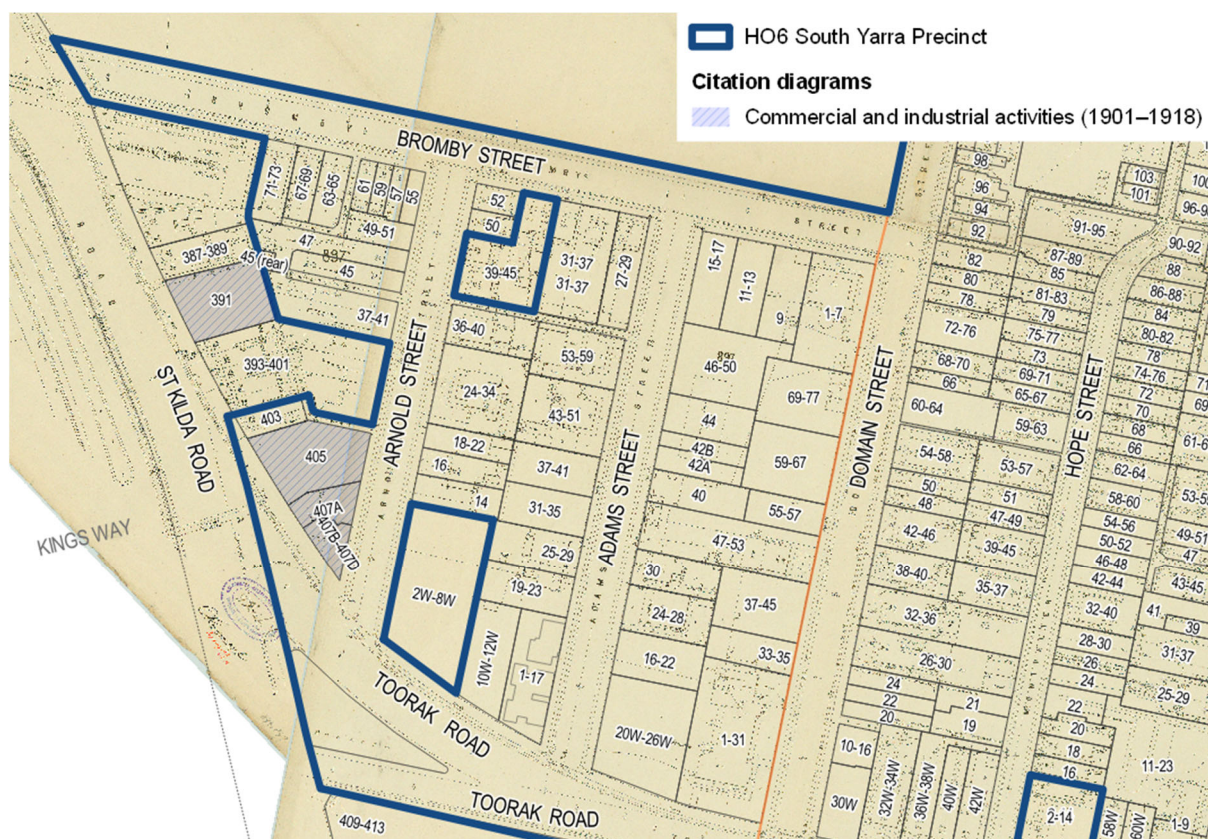


Figure 11. Extract of MMBW Detail Plan No 896 and 897, 1895–96, with GML overlay showing the approximate location of commercial development in St Kilda Road and its immediate surrounding in 1901–1918. (Source: State Library Victoria)

In 1907, Coonara Private Hospital was established at 405 St Kilda Road by sisters Margaret Anne and Mary Jane Kelly (*Advocate*, 14 June 1934:21; *Age*, 18 May 1996:47). The building was built to the designs of the architect Isidor George Beaver, and the builder was Clements Langford (MCC registration no 394, as cited in Lewis 2011, record no 83571). Margaret Anne (Madge) Kelly had been trained as a nurse at the nearby Alfred Hospital in the late 1880s, where a memorial prize was named in her honour. She was described as the ‘epitome of what a nurse should be’ (Mitchell 1977:251). Kelly left her position at the Alfred Hospital to run her own private hospital (location unknown) in the 1890s with her sister Mary (Mitchell 1977:251). The Coonara Hospital building may have been built in response to a growth in this private hospital. Margaret Kelly died in 1910, only three years after the construction of the hospital (Mitchell 1977:251). The name ‘Coonara’ was in use by at least 1910, as noted in a death notice for Margaret Kelly (*Australasian*, 8 October 1910:68).

The hospital was known to have been sold to the Quinlan sisters, Joan and Mary, who were listed as proprietors by 1912 (S&Mc 1912). They ran the hospital for 50 years (*Age*, 9 June 1996:25). Significant extensions and alterations to the site were undertaken in 1972. Newspaper articles indicate that the hospital had a long-running connection with the Catholic Church; members of the clergy were often noted as being patients (*Advocate*, 1 April 1926:14; 8 February 1934:17; 5 March 1942:4). The noted poet C J Dennis, author of the work *The Sentimental Bloke*, was known to have written some of his other works while a patient of the hospital, and later died there in 1938 (*Age*, 9 June 1996:25).

The Coonara Private Hospital operated at the subject site until 1990 when it relocated to level six of the nearby Alfred Hospital and remained there until at least 2000 (*Age*, 15 October 1997:50; *Age*, 7 September 2000:44). Between 1990 and 2014 the building was used as a private hotel Albert Park Manor. By January 2014, the rear wing of the building had been demolished to make way for a new

apartment development. Part of this redevelopment included restoration of the hospital building (BCentral 2021), including partial reconstruction of and repairs to the verandah (Google Streetview 2015).



Figure 12. An image of the Coonara Private Hospital, likely taken c1928–1931. (Source: Charles Daniel Pratt c1925-c1940, State Library Victoria: Airspy collection, Accession no: H91.160/1594)

In 1908, the Motor House Co opened at 407 St Kilda Road (S&Mc 1907, 1910; *Age*, 30 October 1908:6). The triangular allotment was previously occupied by various manufacturers including bootmaker I Matthews and manufacturing chemists James Simpson & Co (S&Mc 1896, 1907). The building was either rebuilt or substantially remodelled in the interwar period.

In 1910, Brodribb Bros Pty Ltd established their motorcar garage and repair business in a building at 391 St Kilda Road, which was designed by architects Purchas & Teague (MCC registration no 2337, as cited in Lewis 2011 record no 83513). This building, one of the earliest motor garages in South Yarra, has since been demolished after 1980.

### *Place of worship*

In this area, St Thomas Aquinas Catholic Church at 39–45 Bromby Street was built for the Roman Catholic Trust Corporation in 1915 as a chapel of ease for the parish of St Joseph's Parish, South Yarra (Gould 1985). It was designed by architects Kempson & Conolly and built by FG Farr with extensive remodelling of its façade undertaken in 1954 by architect Thomas G Payne. (Gould 1985; *Advocate* 13 February 1915:16). The building has been continuously used as a Catholic church for 106 years. The church has been assessed as an individual heritage place outside HO6 in this Review.

### *Development: 1918–1945*

Further residential development in the precinct occurred after World War I during the boom of the 1920s, and again after the end of the Depression of the 1930s, which resulted in the demolition of several

Victorian residences. During this period, the area saw development of commercial and industrial premises, primarily along St Kilda Road, as well as a synagogue.

### *Residential development*

A number of houses were built in this area in the interwar period, predominantly during the 1920s.

After the McCallum family left the 1865 Bromby House (now 1–7 Bromby Street) in 1919, the surrounding land was sub divided for residential development. This is evidenced today by a cluster of interwar houses built in 1920–21 on the southeast corner of Adams and Bromby streets:

- 11–13 Bromby Street, built for Adolph Joske by F G Farr (Gould 1984).
- 15–17 Bromby Street, built for Esther and Edgar Morton by F L Morton (Gould 1984).
- Chiverton at 46–50 Adams Street, built for P H McElroy (Gould 1984).
- a pair of duplexes at 42A and 42B Adams Street (Gould 1984).

Other houses erected during the interwar period can be seen today at 55–57 Domain Street built in 1920 and 33–35 Domain Street built in 1927 (Gould 1984).

Most of the 1930s development in the subject precinct took the form of blocks of flats. An example of early 1920s flats can be seen in The Warren at 44 Adams Street, built in 1920 as the first block of flats in this area (*Argus*, 11 February 1922:11).

In Melbourne, low-rise blocks of flats became a lucrative form of investment in the aftermath of the stock market crash of 1929 and subsequent Depression (O’Hanlon 2008). By 1939, there was record demand for the purchase of flats in Melbourne for investment purposes (*Newcastle Sun*, 13 March 1939:2). Following this trend, and taking advantage of the area’s large allotment sizes, a large number of blocks of flats were constructed in South Yarra during the 1930s (Grow; Gould 1984). In Area 1, the extant interwar buildings (Figure 13) included:

- A block of two-storey flats built in 1935 at 37–41 Adams Street (MBAI).
- A block of three-storey flats ‘Dundee’ designed by architect I G Anderson built at 31–35 Adams Street in 1935–36 (Grow 0775).
- A block of two-storey flats ‘Yarram Flats’ completed 1937–38 at 67–69 Bromby Street (Gould 1994). J H Esmond Dorney designed the alterations and additions, which substantially replaced the existing Victorian house (CoM building application record).
- A block of three-storey ‘Park Towers’ flats, designed by architect Arthur W Plaisted built at 19–29 Adams Street in 1938 (Gould 1994).
- A block of three-storey flats, incorporating commercial premises on the ground floor, built at 403 St Kilda Road in 1939 (MBAI).
- A block of two-storey flats built in 1940 at 1–17 Adams Street (MBAI).
- Four blocks of two-storey flats built in 1940 at 47–53 Domain Street (with Adams Street frontage at 32–34 Adams Street) (Grow 2158).
- Three blocks of three-storey flats ‘Arnold Court’ built in 1937 at 14, 16 and 18–22 Arnold Street (Gould 1994).
- A block of two-storey flats built c1930s at 63–65 Bromby Street (Grow 0526).
- A block of three-storey flats ‘Caralyn Court’ built in 1941 at 37 Bromby Street (now part of 31–37 Bromby Street) (Grow 0528).

Building of flats in the interwar period resulted in demolition and subdivision of several Victorian properties, with exceptions at 1–17 Adams Street, 31–35 Adams Street, and 37–41 Adams Street that were built on vacant parcels of land.

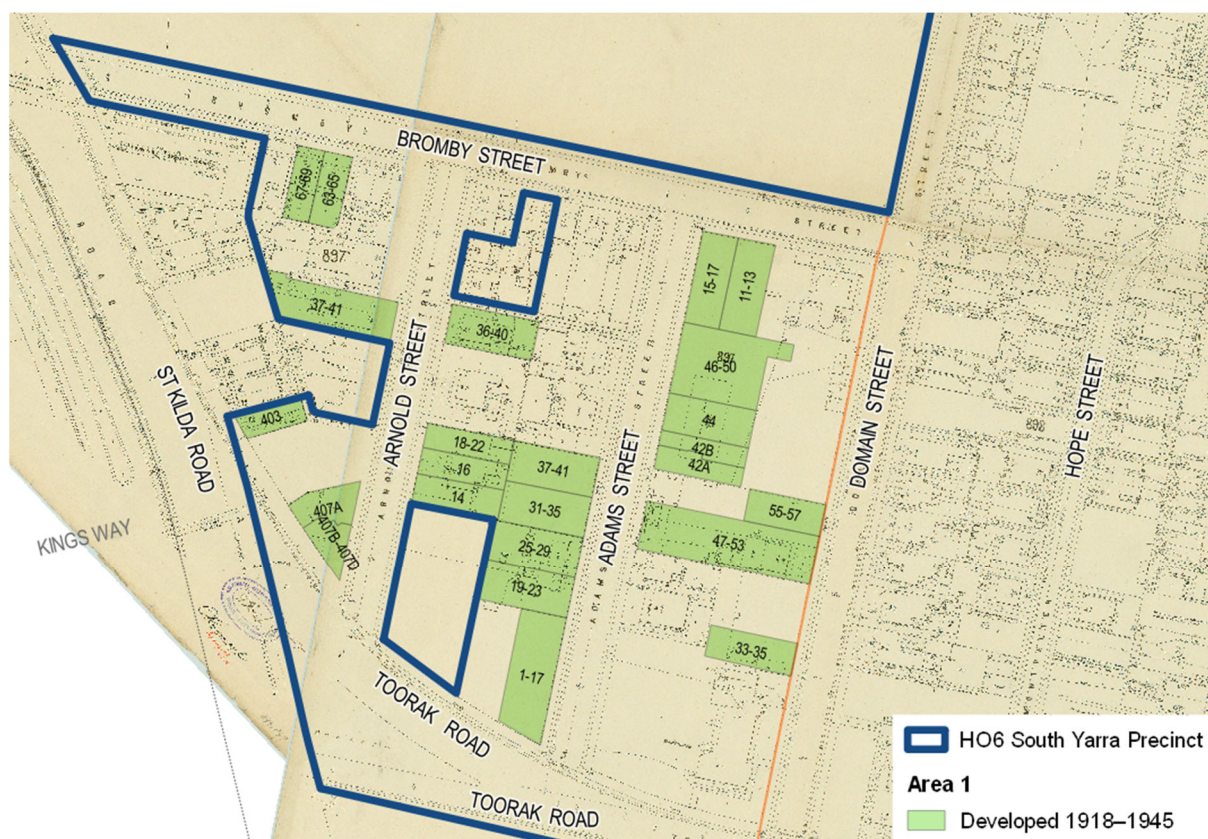


Figure 13. Extract of MMBW Detail Plan No 896 and 897, 1895–96, with GML overlay showing the locations of the extant buildings developed between 1918 and 1945. Note some Victorian properties were replaced or subdivided during this period. (Source: State Library Victoria)

### *Commercial and industrial development*

Commercial and industrial development in Area 1 focused on the St Kilda Road area, a major thoroughfare with motor and tramways from and to Melbourne (Figure 14). A cluster of motor-related enterprises continued to operate in this section of St Kilda Road.

Established in 1910 at 391 St Kilda Road, motor engineers Brodribb Bros Pty Ltd extended their premises to Arnold Street. New workshops were built at 37–41 Arnold Street in 1921 at the rear of their 1910 garage (S&Mc 1920, 1921). The building retained its industrial use into the late twentieth century. The Arnold Street workshop was subdivided by 1974. After 1982, the building was purchased by Melbourne Grammar School for use as the Motor Works Creative Arts Centre, which it continues to be used for today (S&Mc 1974; Grow record no 0412).

407 St Kilda Road, previously occupied by the Motor House Co from 1908, housed the Regent Motor Service Co's car showroom and garage from c1922 (*Labor Call*, 23 November 1922:9; S&Mc 1908). The extant building (today known as 407A and 407B–407D St Kilda Road) largely replaced the earlier premises in 1925, when the building was altered and extended at a cost of £1999 (MBAI). The building was subsequently occupied by L R V Spencer's service station in the 1930s. In 1937, the building was subdivided into four properties 407A–407D and remodelled as a row of lock-up shops at £1430 (MBAI). In 1938, the building was occupied by five businesses including Bill's Garage (number 407), Mrs M Brodribb's library (407A), Mrs Ogilvie & Lythgo, confectioners (407B), L H Evans, dairy produce (407C) and Jolly Roger Café (407D) (S&Mc 1938).

Kellow Falkiner Pty Ltd Automobile Showroom was built at 375–385 St Kilda Road (at the corner of Bromby Street and St Kilda Road) in 1928. This building replaced the former Tramway Engine House that existed by 1888. Designed by Harry A Norris and richly decorated, this was the most sumptuous motor car showrooms in Melbourne (VHR record for ‘Former Kellow Falkiner Showrooms’). This became the Rolls Royce showroom, now the Royce Hotel. It is listed on the Victorian Heritage Register (VHR H0668).

In 1929, a single-storey commercial building replaced a Victorian period terrace house at 403 St Kilda Road. The new building was leased to a chemist prior to the completion of construction (*Herald*, 20 August 1929:4). It was described as being the first commercial building (other than motor-related businesses) in the area and followed a decision by the City Council to allow the construction of shops on St Kilda Road between Bromby Street and Toorak Road for the convenience of those living in the vicinity (*Herald*, 20 August 1929:4). It was noted that the permission for construction of the chemist shop on the subject site was likely to result in the erection of more shops in the area, thus setting the precedent for commercial development in the area (*Herald*, 20 August 1929:4). The single-storey building was replaced in 1939 by three-storey flats with commercial premises on the ground floor (MBAI 20045). The building currently contains two residential properties and two commercial properties (CoMMaps).

A small electric sub-station building at the rear of 45 Arnold Street near the site of the former Tramway Engine House at the corner of Bromby Street and St Kilda Road was likely constructed in the 1920s as part of the establishment of electric trams in St Kilda Road. The conversion of the tramway in St Kilda Road to electric traction and the construction of associated infrastructure was undertaken from 1925 (*Argus*, 9 July 1925:13). Apart from the provision of 60 tramcars, infrastructure, including tramcar sheds, workshops, sub-stations and plant, were required for the upgrade (*Age*, 1 July 1922:14). It is likely that the substation at the rear of 45 Arnold Street was built at this time to supply electricity to the trams.

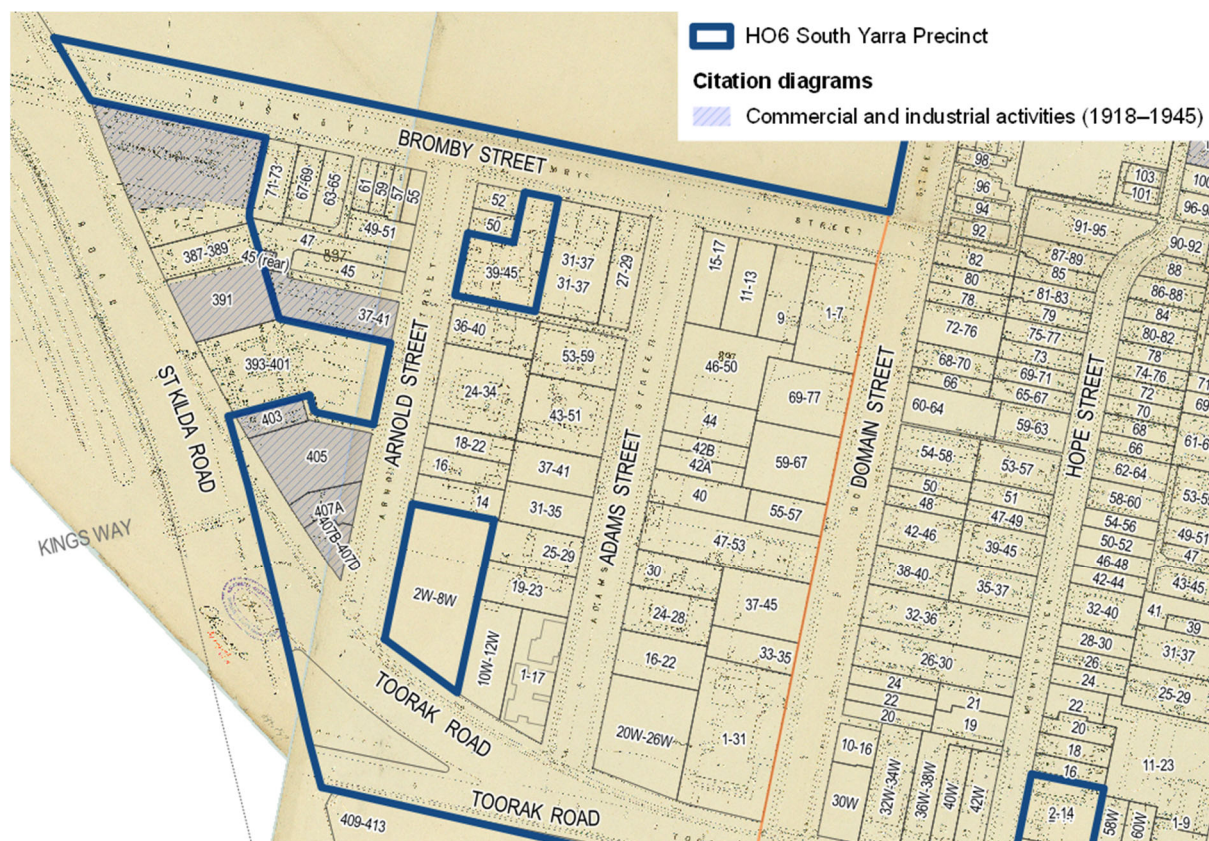


Figure 14. Extract of MMBW Detail Plan No 896 and 897 (with GML overlay) showing the approximate location of commercial development in Area 1 and its immediate surrounding in 1918–1945. (Source: State Library Victoria)

### *Place of worship*

In this general area, at the corner of Toorak Road and Arnold Street, the Melbourne Hebrew Congregation (2W–8W Toorak Road) was built in 1930, to a design by architect Nahum Barnet by Rispin Bros. The congregation, founded in 1841, is the oldest Jewish congregation in Victoria. The congregation had previously worshipped at a site on Bourke Street in Melbourne but moved to South Yarra after purchasing the subject site in 1927 to construct a larger place to worship, closer to where many of the congregants had settled (Gould 1984). The synagogue has been assessed as an individual heritage place outside HO6 in this Review.

### *Development: 1945 onwards*

Limited residential development in the precinct occurred after the 1940s. Development from this period was primarily of blocks of walk-up flats with the exception of a large two-storey clinker brick house built at 69–77 Domain Street in 1953. The earliest block of flats from this era is ‘Cambridge’, a three-storey block at 27–29 Bromby Street built in 1959. Following these examples, further residential development from the postwar period is demonstrated by:

- 53–59 Adams Street, built in 1960 (MBAI).
- Ark Royal at 24–34 Arnold Street, built in 1963 (MBAI).
- 43–51 Adams Street, built in 1964 in a matching design with number 53–59 (MBAI).
- 20W–26W Toorak Road, built in 1966 to a design by architect Michael [R.E](#) Feldhagen (MBAI; CoM building application record).
- 59–67 Domain Street, built in 1968 (MBAI).

More recent development is predominantly along Domain and Adams streets.

## AREA DESCRIPTION

### *Urban character*

Area 1 is located in the southwestern segment of precinct HO6. Bounded by St Kilda Road to the west, Toorak Road and Fawkner Park to the south, Domain Street and Melbourne Grammar School to the east and Bromby Street to the north, the area includes all of Arnold and Adams streets. The area comprises mostly houses and walk-up flats with the exception of two early motor workshops at 47–51 Arnold Street (now part of Melbourne Grammar) and 407A–407D St Kilda Road (now shops), Melbourne Grammar School's Myer Music School and an electrical sub-station at the rear of 45 Arnold Street. Although located outside the precinct boundary, the Melbourne Hebrew Congregation Synagogue at 2W–8W Toorak Road and St Thomas Aquinas Church 39–45 Bromby Street (both assessed as individual heritage places outside HO6) enhance the urban character of the area. In particular, the scale of the synagogue provides visual prominence in a largely single- and two-storey streetscape. The views to dome from St Kilda Road and from the northeast characterise the southern edge of Area 1.

Area 1 comprises primarily single, double and three-storey residential houses and flats dating to the Victorian, Federation, interwar and postwar period as well as some recent development. This layering of development periods has resulted in the area having a rich combined architectural and streetscape character that is unified by a consistency in building heights, setbacks, overall forms and materiality. This is evident in the wide use of face brickwork, highly articulate fenestration composition and roofscapes of hip and gable roof forms clad with slate or terracotta combined with chimneys and parapets.

The area is distinguished by wide streets lined with mature London Plane trees (*Platanus x acerifolia*) planted along Arnold Street and Adams Street and in a verge along Bromby Street allowing for oblique views so that the buildings can be observed three-dimensionally. These trees create a distinct 'village' feel as you enter into the area off Domain Street that differs from the wider HO6. At the intersection of Toorak Road and St Kilda Road, two mature Moreton Bay Figs (*Ficus macrophylla*) exist on a triangular traffic island. All streets within Area 1 have bluestone kerbs and guttering and asphalt footpaths. A number of bluestone lanes remain within the area including a lane that runs between Arnold Street and Adams Street and dead-end lanes that run off Arnold Street and Bromby Street. While the Plane trees do not continue along Domain Street, which is planted with Brush Box (*Lophostemon confertus*), Tulip tree (*Liriodendron tulipifera*) and Maidenhair tree (*Ginkgo biloba*), the western side of the street provides a logical boundary for the area as it formed part of the original Crown Allotment subdivision and retains the area's mixed residential character.

### Built form: 1864–1901

In Area 1, the Victorian period of development is evidenced primarily by residences developed in Bromby Street, Adams Street and Toorak Road (Figure 15).

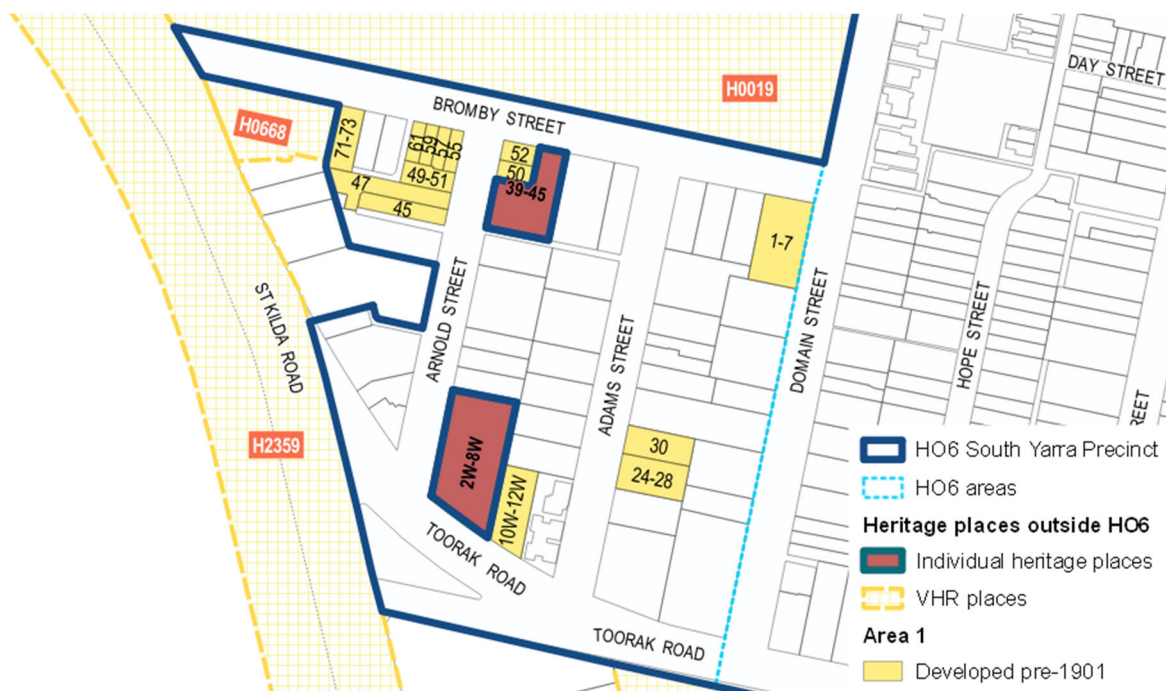




Figure 15. Diagram showing the locations of the buildings developed between 1864 and 1901 in Area 1.

### *Residential development*





Following the 1864 Crown land sale, the earliest development in Area 1 was predominantly residential. Of the approximately 20 buildings erected in this area during the 1860s, only a small group survive today. These surviving houses, listed below, are significant in Area 1.

Table 1. Significant houses from the 1860s in Area 1.

Place	GML image (2021–22)
<p>The former Bromby House, part of 1–7 Bromby Street, incorporates the earliest extant house built in the area. Originally built as a single-storey house in 1865, the upper storey was added in 1881 to a design by architect Charles Webb with further alterations made to the ground floor windows in the interwar period. The building is a fine example of a restrained Italianate Victorian house with hipped slate roof, bracketed eaves, single-storey verandah with double posts and iron frieze to three sides and balconettes with low cast iron balustrades to the upper windows along Bromby Street.</p> <p>The site is now occupied by Melbourne Grammar School and comprises the 1960 Myer Music School (also known as 79 Domain Street, significant within HO6). An infill section was added between the former Bromby House and the Myer Music School in 2020–21 (non-contributory within HO6).</p>	
<p>50 and 52 Arnold Street is a pair of semi-detached double-fronted single-storey terrace houses built in 1869. Constructed of face brickwork that has been overpainted, a transverse gable roof sits behind a parapet with central triangular pediment. Each terrace is symmetrically arranged with a central entry door and overlite with a double-hung sash window either side. The timber and cast iron verandah was added after 1895 (not shown on the 1895 MMBW).</p>	

A number of houses date from the 1880s and 1890s. These houses are all constructed in brick in the Italianate style and display varying degrees of elaboration in their details. The Victorian Italianate style is characterised by low-pitched hipped roofs, chimneys with a rendered cornice, bracketed eaves (some with raised panels or swags between them), front or return verandahs with slender posts or columns and cast-iron ornament, double-hung sash windows often with sidelights, and four-panelled front doors with raised cricket-bat mouldings. What distinguishes the majority of these houses is the elaboration in their cement detailing and the refinement of their cast iron work evidencing the prosperity of the area and the Melbourne land boom of the 1880s. Significant houses within the area are included below.

Table 2. Significant 1880s–90s houses in Area 1.

Place	GML image (2021–22)
<p>55, 57, 59 and 61 Bromby Street, built in 1885, is a substantial double-storey terraced row of four houses with fine cast iron verandahs set between capped party walls. The row is distinguished by its ornate parapet and distinctive ground floor window treatment with embossed vermiculated render work and fluted colonettes with Corinthian capitals. The street lamp outside number 55 was relocated to this location in c1975 by former City of Melbourne Lord Mayor, Ian Rice.</p>	
<p>24–28 Adams Street, built in 1889, is a double-storey symmetrical house with colonnaded ground floor verandah (possibly partly built in at its northern end) and an unusually detailed cast iron verandah above. The hipped slate roof is also distinctive with a very low-pitched gable end at its apex and a small flat-roofed dormer.</p>	
<p>45 and 47 Arnold Street, built in 1891, is a substantial pair of double-storey red brick terrace houses with oversized ornate rendered parapets and pediments. While the metal palisade front fences appear recent, the encaustic tile verandah floor and front path appear original.</p>	
<p>10W–12W Toorak Road, built in 1896, is a substantial single storey rendered brick house with ornate parapet and cast-iron verandah. The principal façade has an asymmetrical arrangement with canted bay window, arched portico entrance to the east and verandah on the west. The façade is embellished with decorative render detailing, stringcourse moulding, a balustrade delineating the parapet, and Greek pattern iron work to the verandah.</p>	

## Built form: 1901–1918

Little development occurred in the area between 1901–1918 (Figure 16).

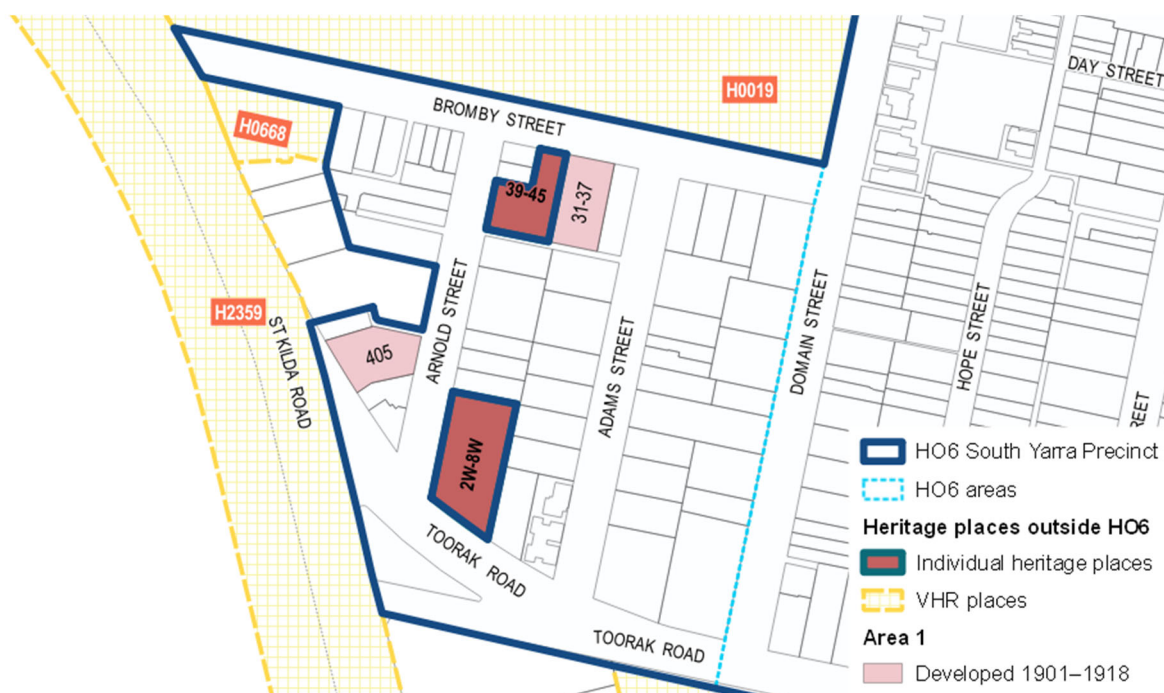


Figure 16. Diagram showing the locations of the buildings developed between 1901 and 1918 in Area 1.


### *Residential development*

The only house in the area from this era is the rough cast rendered attic bungalow at the eastern portion of 31–37 Bromby Street built c1915 to a design by architects Sloan & Goss. The house has terracotta-tiled gabled roof with a projecting gabled section. The western portion of 31–37 Bromby Street is occupied by a later block of flats.

### *Commercial and industrial development*

The Federation period saw development of early motor garages and a private hospital in the St Kilda Road strip. The former Coonara Private Hospital at 405 St Kilda Road is a small purpose-built private hospital building, significant in Area 1.

Table 3. Significant commercial building from 1901–18 in Area 1.

Place	GML image (2021–22)
<p>Built in 1907, the former Coonara Private Hospital at 405 St Kilda Road features elements representing the broad influence of the Queen Anne Revival style that was popular throughout the colonies from the early 1880s. The two-storey building is constructed of red face brick, with an M-shaped, terracotta tile clad main roof consisting of two long gable forms. The two most prominent features of the building are its row of projecting dormers and the two-storey timber verandah. The attic storey is punctuated by a series of five dormer windows. The openings of the comparatively simple brick elevations on the first floor generally align with the dormers above and bear simple timber sash windows. The ground floor has a central opening that appears to maintain its original door frame. The ground floor openings have been altered and the verandah has been largely reconstructed. The insertion of lattice work and curved beams to the upper floor to the verandah occurred c2015. The modern additions to the rear (Arnold Street) of the building feature flat-roofed five-storey apartment block and are easily distinguishable from the original fabric.</p>	

*Place of worship*

St Thomas Aquinas Catholic Church at 39–45 Bromby Street, South Yarra, was built as a chapel of ease to St Joseph’s Parish of South Yarra in 1915. Architects Kempson & Conolly designed the small church in the Gothic Revival style. In 1954 the church was remodelled to the design of Thomas G Payne. The 1954 remodelling of the building displays elements of the Baroque style, which is demonstrated in the ornate parapeted façade. For further details refer to the individual heritage place citation for the site.

## Built form: 1918–1945

During this period, Area 1 saw further residential development, as well as development of other typologies such as commercial and industrial buildings (Figure 17).



Figure 17. Diagram showing the locations of the buildings developed between 1918 and 1945 in Area 1.

### Residential development


A number of houses were built in the 1920s throughout the area. These generally share a number of stylistic details, including heavy verandah supports, box framed windows, the use of contrasting materials such as timber shingles, roughcast render and facebrick work and hipped or gable roofs with exposed rafters. Examples of large two-storey 1920s houses can be found at:

- 11–13 Bromby Street (built in 1920).
- 46–50 Adams Street (built in 1920–21).

The most prevalent building typology from this era in the area are blocks of flats. The earliest block of flats is ‘The Warren’ at 44 Adams Street built in 1920. Designed to look like a single dwelling, these flats display typical characteristics of the two-storey 1920s bungalow style with hipped roof with exposed rafter ends, roughcast render, exposed red bricks and deep verandahs (now built in) with large masonry columns.

Variants on the interwar Moderne style is seen in a number of the blocks of flats within the area. Moderne architecture favoured geometric forms, especially sheer wall planes, curved corners and copings and the articulation of forms, often emphasising horizontal, vertical or diagonal lines. Frosted and opaque glass, chromium or nickel plating, decorative mild steel, colourful accents of glazed tapestry bricks or tiles, contrasting colours and patterns were all part of the Moderne architectural lexicon. One Moderne style building within the area, below, is significant.

Table 4. Significant place with refined Moderne style-inspired design in Area 1.


Place	GML image (2021–22)
<p>Park Towers, 19–23 and 25–29 Adams Street, are a fine example demonstrating characteristics of the interwar Moderne style. Built in 1938 to a design by renowned architect Arthur Plaisted, this three-storey flat complex is built as two street-facing blocks that step down the block. The blocks are distinguished by their curved balconies and corner window, multipaned steel framed windows, decorative parapet with jazz (zigzag) mouldings, original tile work to the entries, cantilevered balconies and original iron work.</p>	

Other examples that demonstrate the interwar Moderne style to different degrees include:

- 37–41 Adams Street (1935).
- Dundee, 31–35 Adams Street (1935–36, designed by architect G Anderson).
- Arnold Court, 14–22 Arnold Street (1937).
- 32–34 Adams Street (1940).
- 1–17 Adams Street (c1940).
- 63–65 Bromby Street (nd).

Along Bromby Street there are two blocks of flats from this era that display some characteristics of functionalist architecture. Functionalist architecture placed great emphasis on industrial materials such as reinforced concrete, metal and glass and in the honest use of such materials emphasising clean lines and minimal ornamentation. At Caralyn Court, 31–37 Bromby Street (1941) this influence can be seen in the use of sheer pale brick walls, a flat roof concealed behind a simple parapet and steel framed windows. Significant places within the area are included below.

Table 5. Significant Functionalist style blocks of flats in Area 1.

Place	GML image (2021–22)
<p>Yarrum Flats, 67–69 Bromby Street, is the result of extensive alterations and additions undertaken to an existing single-storey house on the site by architect J H Esmond Dorney for Mr Zimmerman in 1937. The building has an asymmetrical façade with deep cantilevered balcony and projecting stairwell. The building is distinguished for its use of sheer rendered masonry walls and a striking glazed vertical stairwell that gives the building a three-dimensional quality that is reminiscent of the work of famed Dutch Modernist architect Dudok.</p>	

**Place**

**GML image (2021–22)**

403 St Kilda Road, Melbourne, is a three-storey block of flats with ground floor commercial premises, built in 1939. The building is constructed of red face brick, with broad bands of painted render applied to the principal elevation and balconies. A parapet topped with a tubular steel balustrade conceals a trafficable rooftop that is used as a terrace. The first and second floors above have central, projecting cantilevered balconies that are enclosed with solid balustrades. Behind the balconies on both floors are rounded, concave walls with two centrally placed windows, flanked by double doors. Windows to the first and second floor appear to be aluminium framed and are likely not original. The shopfront on the left of the ground floor (addressed as 403 St Kilda Road) has been significantly altered with new shopfront. The shopfront on the right (addressed 403A) has also been altered, but retains the original configuration with recessed corner entrance.



*Commercial and ~~industrial~~ industrial development*

Two buildings that were built during the interwar period to service the motor industry survive within the area. These single-storey brick workshops are located at 37–41 Arnold Street and 407A–407D St Kilda Road. Both buildings have been adapted for a new use, with 37–41 Arnold Street now housing Melbourne Grammar School’s Art and Craft Centre and 407A and 407B–407D St Kilda Road housing shops. Significant places within the area are included below.

Table 6. Significant commercial and industrial buildings from 1918–45 in Area 1.

**Place**

**GML image (2021–22)**

37–41 Arnold Street, South Yarra, was built in 1921 as an extension to the St Kilda Road premises of Brodribb Bros Pty Ltd, motor engineers. While only the façade of the building at 37–41 Arnold Street is extant the building’s original purpose remains clear with the words ‘MOTOR’ and ‘WORKS’ provided in cement relief in the parapet separated by seven large cement rondels that could be representative of car hub caps.



407A and 407B–407D St Kilda Road, Melbourne, was largely built in 1925 and subdivided and remodelled in 1937. The building retains its original built form and details. This includes the stepped parapet along St Kilda Road with moulded cornice, brackets and Art Deco moulds, original pattern of openings along St Kilda Road (new shop fronts appear to be fitted within the original openings), splayed corner to Arnold Street with recessed panels and deep-set steel framed windows, and tall opening with concrete lintel (now enclosed) along Arnold Street. These later elements provide the clearest evidence of the building’s original uses as a motor workshop and service station. The two-storey section to the rear of the building along Arnold Street appears to be a later addition.



The Former Kellow Falkiner Showrooms (VHR H0688, HO490 City of Melbourne) were an integral part of a cluster of early motor vehicle buildings constructed in this corner of HO6. Built in 1928 for Charles Kellow, a pioneering Australian motorist and car salesman, to a design by Harry A Norris, the showrooms were constructed of structural steel, brick and concrete. Designed in the interwar Spanish Mission style, they feature terra cotta piers, frieze, lintels, window trim and machicolations. By the time this building was constructed, Kellow Falkiner was the leading agent for prestige British and American cars in Australia. The opulent showrooms reflect the company’s market position and the elite nature of car ownership at the time. For further details refer to the Victorian Heritage Register.

**Built form: 1945 onwards**

The development from 1945 to the 1970s (Figure 18) in the area consisted primarily of residential buildings. An exception to this is the Myer Music School building at part of 1–7 Bromby Street, built in 1960 (Table 7).

More recent developments (post-1980) are in the easternmost block in this area.

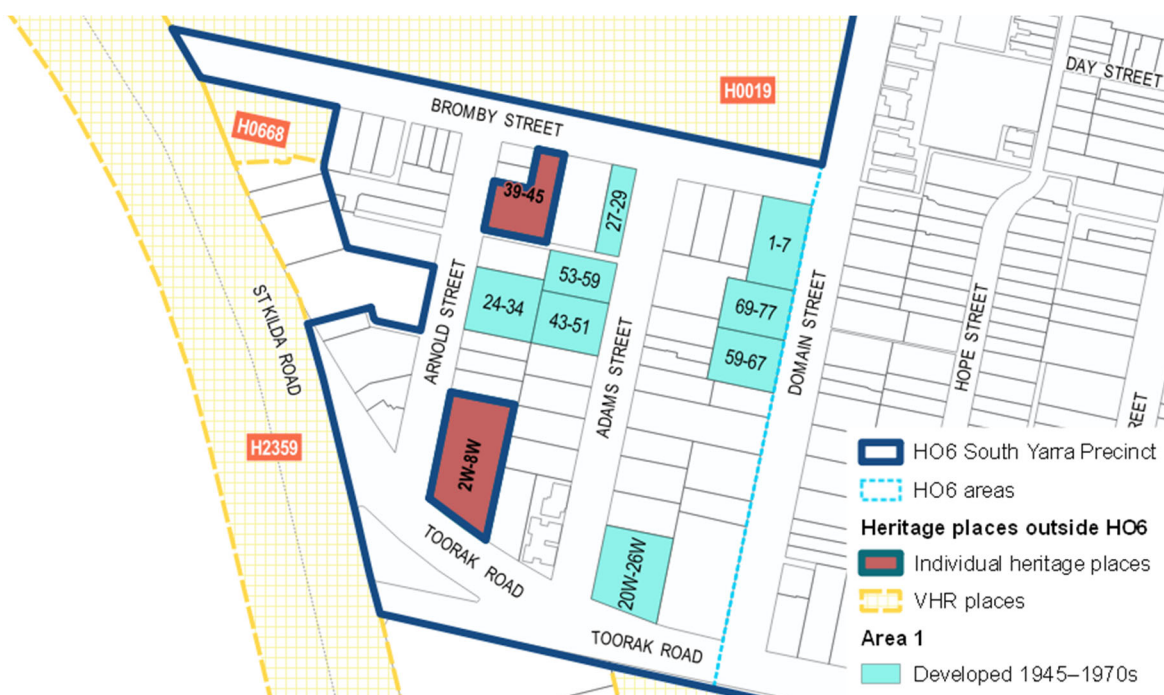



Figure 18. Diagram showing the locations of the buildings developed from 1945 to the 1970s in Area 1.

Table 7. Significant non-residential place developed from 1945 to the 1970s in Area 1.

Place	GML image (2021–22)
<p>The Myer Music School building, part of 1–7 Bromby Street (also known as 79 Domain Street), was built in 1960 for Melbourne Grammar School to a design by Mockridge Stahl and Mitchell. Constructed using a series of regularly spaced concrete columns with concrete block infill panels and glazing above, it has a butterfly shaped roof which appears to hover above the two storey building. The building is enhanced by its original concrete block hit and miss front fence. Recent additions to the north of the building (non-contributory within HO6) linking it to the former Bromby</p>	

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House (significant within HO6) have somewhat distorted the legibility of the building's original built form.

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### *Residential development*

Residential development from 1945 to the 1970s consisted primarily of blocks of walk-up flats with the exception of a large two storey clinker brick house built at 69–77 Domain Street in 1953. This house displays characteristics of the Georgian Revival style with a hipped tiled roof, restrained façade with regularly spaced six over six double-hung sash windows and a recessed entry porch with moulded cement surround. Unusually the house has exposed rafter ends rather than the more typical boxed eave.

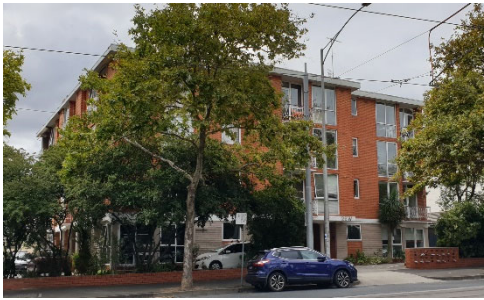
The earliest block of flats from this era is the three-storey block at 27–29 Bromby Street built in 1959. These were quickly followed by the below examples.

- 53–59 Adams Street (1960).
- 24–34 Arnold Street (1963).
- 43–51 Adams Street, in a matching design with number 53–59 (1964).
- 20W–26W Toorak Road (1966).
- 59–67 Domain Street (1968).

These flats all display characteristics that identify them as a distinct vernacular typology commonly referred to as 'six packs'. Limited to three or four storeys, the earliest of these postwar flats were constructed in pale brick (cream or orange) with large, often floor to ceiling windows, unadorned wall surfaces and hip or flat roofs. Later versions were more commonly built from brown brick with contrasting rendered trim, as seen at 59–67 Domain Street.

At 43–51 Adams Street, 53–59 Adams Street, 20W–26W Toorak Road and 59–67 Domain Street, balconies were recessed with car accommodation often located under the building. This was frequently provided by using a pilotis—a system of columns or piers that lifted the building above the ground giving access underneath. Area 1 has one significant post-1945 block of flats.

Table 8. Significant post-1945 place in Area 1.

<b>Place</b>	<b>GML image (2021–22)</b>
<p>20W–26W Toorak Road is a three-storey orange brick block of flats above a pilotis-form carpark and flat roof with solid, slightly projecting fascia. Designed by émigré architect Michael R E Feldhagen, it exhibits a fine modular postwar Modernist design with projecting balconies, looped metal balustrade, stacked brickwork and original fence. It is highly intact and a good representative example that compares favourably with other postwar flats in the area.</p>	

## 5.4 HO6 AREA 2

**STREET ADDRESS** 12–20 Day Street, 101–211 Domain Road, 10–148 Domain Street, 19–129 and 16–124 Hope Street, 11–129 14–124 Leopold Street, 22–44 Little Park Street, 14–88 and 53–89 Mason Street, 1–131 and 2–126 Millswyn Street, 1–117 and 12–122 Park Street, 16–36 and 19–33 St Martins Lane, 30W–126W Toorak Road, South Yarra

**PROPERTY ID** Refer schedule



**SURVEY DATE:** January–March 2021

**SURVEY BY:** GML Heritage

**HERITAGE INVENTORY** Refer to schedule

**HERITAGE OVERLAY** HO6 South Yarra Precinct

**PLACE TYPE** Heritage Precinct

**MAJOR CONSTRUCTION PHASE** 1849 onwards

**PERIOD OF DEVELOPMENT** Victorian  
Federation  
Interwar  
Postwar

**ASSOCIATION WITH BUILDER OR ARCHITECT** Refer to history

## OVERVIEW

Area 2 covers Crown Allotments 15, 16, 17 and 18, sold in 1849. This area comprises the most consistent streetscapes of nineteenth century building stock in the HO6 area, with cohesive streetscapes of Italianate terraces and detached villas. Visual interest throughout the area is derived through its mix in scale. Substantial residences built for prominent property owners are interspersed with smaller terraces, believed to have been built for servants. The area is anchored by Park Street, which is dominated by substantial Victorian terraces on prominent elevated sites. To the south there are several keynote buildings along Toorak Road, including 30W Toorak Road, a substantial Queen Anne red brick house with intact and picturesque detailing; Goodrest (later Simonds Hall), a grand ‘boom style’ two-storey mansion; and several highly intact Italianate brick terraces. There are also good examples of Moderne apartments in this section of the area. Area 2 is distinguished from the other areas in HO6 because it contains two distinct commercial areas. In the north is the commercial strip in Domain Road developed from the 1850s. The second commercial area was developed in Millswyn Street by 1860.

Four buildings within this area are assessed as individual heritage places and serial listing outside HO6 in the *South Yarra Heritage Review 2022*. These include:

- Domain Park flats at 191–201 Domain Road.
- Former Fawkner Club Hotel at 2–14 Hope Street.
- Former Mutual Store Ltd (later Maples Pty Ltd) complex at 112–118 Millswyn Street.
- St Martins Youth Arts Centre complex at 24–32 and 44 St Martins Lane, 20–36 St Martins Place, 120 Millswyn Street.

The area borders Domain Parklands (VHR H2304) and Fawkner Park (VHR H2361). Melbourne Grammar School (VHR H0019) also adjoins the area.

The extent of Area 2 and other heritage places outside HO6 is shown below (Figure 19).

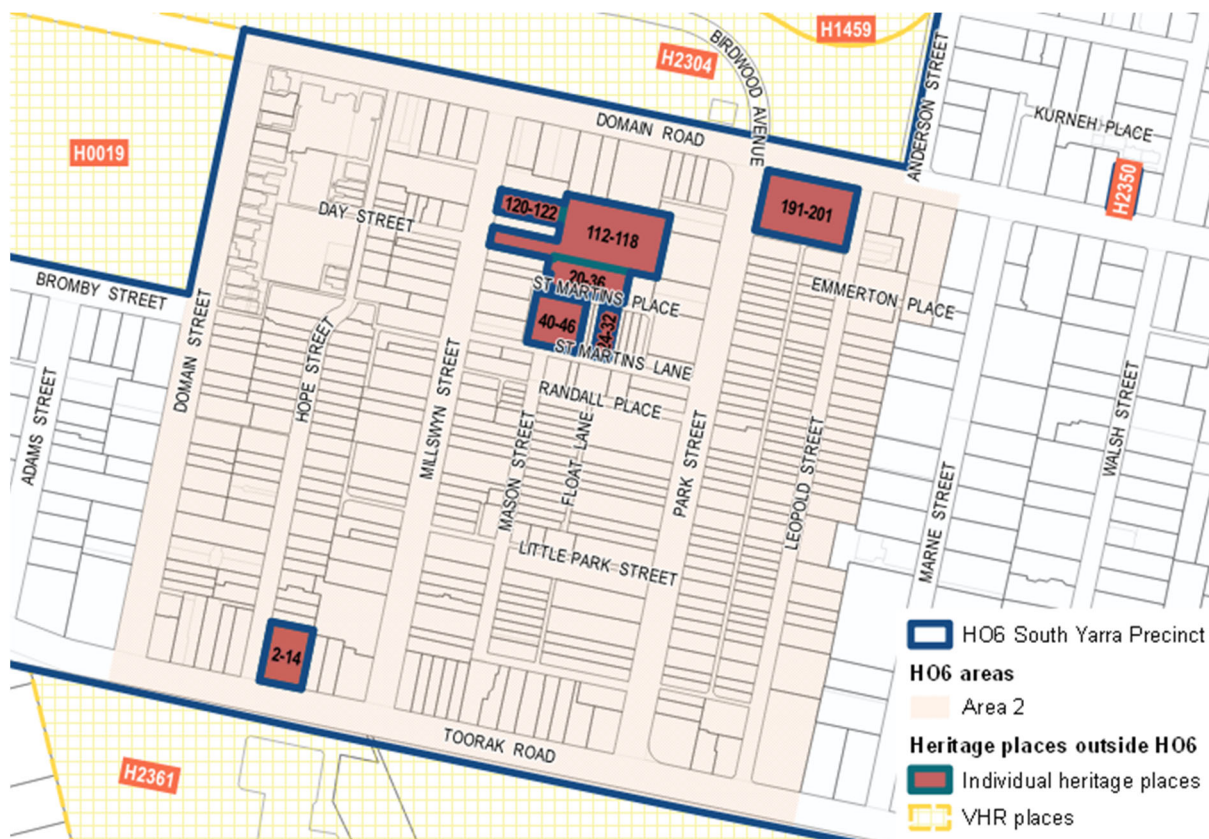


Figure 19. Plan showing Area 2. Note the the VHR listed places and individual heritage places assessed as part of this Review adjacent to Area 2.

## AREA HISTORY

This area occupies the traditional Country of the Bunurong people. In 1837, a site of 895 acres on the south bank of the Yarra River was set aside to be used by the Anglican Church as an Aboriginal mission. The mission was closed in 1839. Historical reports record that Aboriginal people continued to camp in Fawkner Park and the Domain in the 1850s and 1860s, before being forced out of Melbourne.

Area 2 is located on Crown Allotments 15, 16, 17, 18 and part of 19 of the Parish of South Melbourne, sold in 1849 (Figure 20).

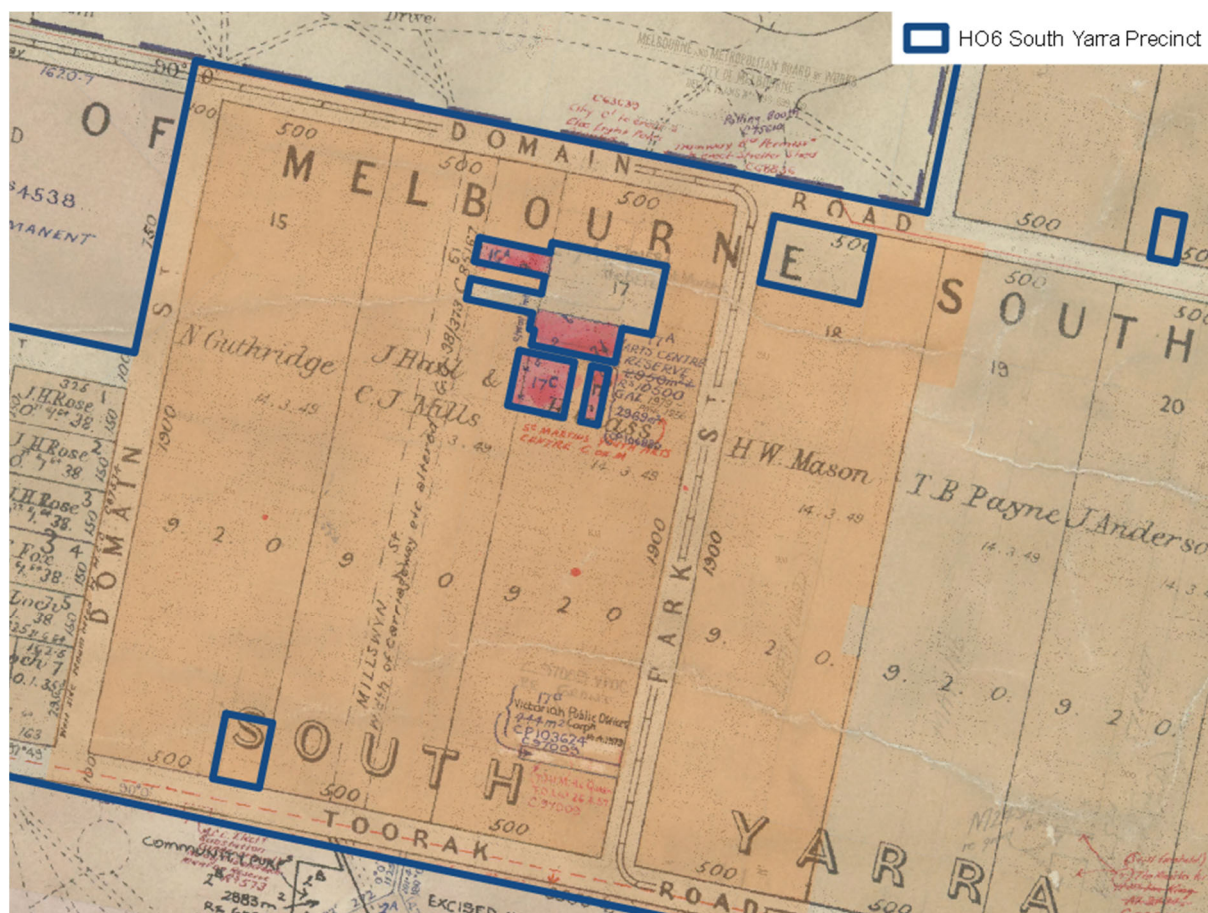


Figure 20. Detail from the parish plan showing the HO6 area, bounded by Toorak Road, Punt Road, the Yarra River and St Kilda Road. Note Area 2 covers part of Crown Allotments 15, 16, 17, 18 and 19. (Source: Department of Crown Lands and Survey 1922 with GML overlay)

### *Development: 1849–1901*

#### *Residential development*

Crown Allotments 15, 16, 17 and 18, 9½ acres each, were sold at the 1849 Crown land sale. Development of this area commenced in 1850.

On Crown Allotment 18, the purchaser, Melbourne merchant and grocer Henry Ward Mason, had built a residence on the land by 1855 (National Trust 1998; Colman 1972:11; Oscar Slater in Gould 1985:np). No further development happened on Crown Allotment 18 until its 1884 subdivision.

Crown Allotment 16, purchased by J Hall and Charles Joseph Mills, was soon in sole ownership of Mills. By around 1850, the purchaser of Crown Allotment 17, Hugh Glass, acquired the eastern portion of Crown Allotment 16 and subdivided together with his Crown Allotment 17, creating streets that run north-south along the allotments east and west boundaries. Building lots, small blocks for workers' houses created on Martin Street (later St Martins Lane) and Little Park Street, and larger villa blocks fronting the principal streets, were built on from 1851 (Oscar Slater in Gould 1985:np; Slater 1987:28).

Bisected by Millswyn Street, the western portion of Crown Allotment 16 was subdivided in 1853 along with Crown Allotment 15, purchased by N Guthridge, with allotment frontages to Domain Road, Toorak Road and Montpelier Parade (now part of Hope Street) (Department of Crown Lands and Survey 1922; Oscar Slater in Gould 1985:np; Slater 1987:39). Montpelier Parade (later Montpelier Place), a narrow cul-de-sac formed in the early 1850s, ran from Domain Road to the east of Domain Street, creating a small subdivision (Department of Crown Lands and Survey 1922; Oscar Slater in Gould 1985:np).

Residences were subsequently constructed on Crown allotments 15, 16 and 17 from the early 1850s. By 1855 a number of residences had been constructed in this area (Figure 21).

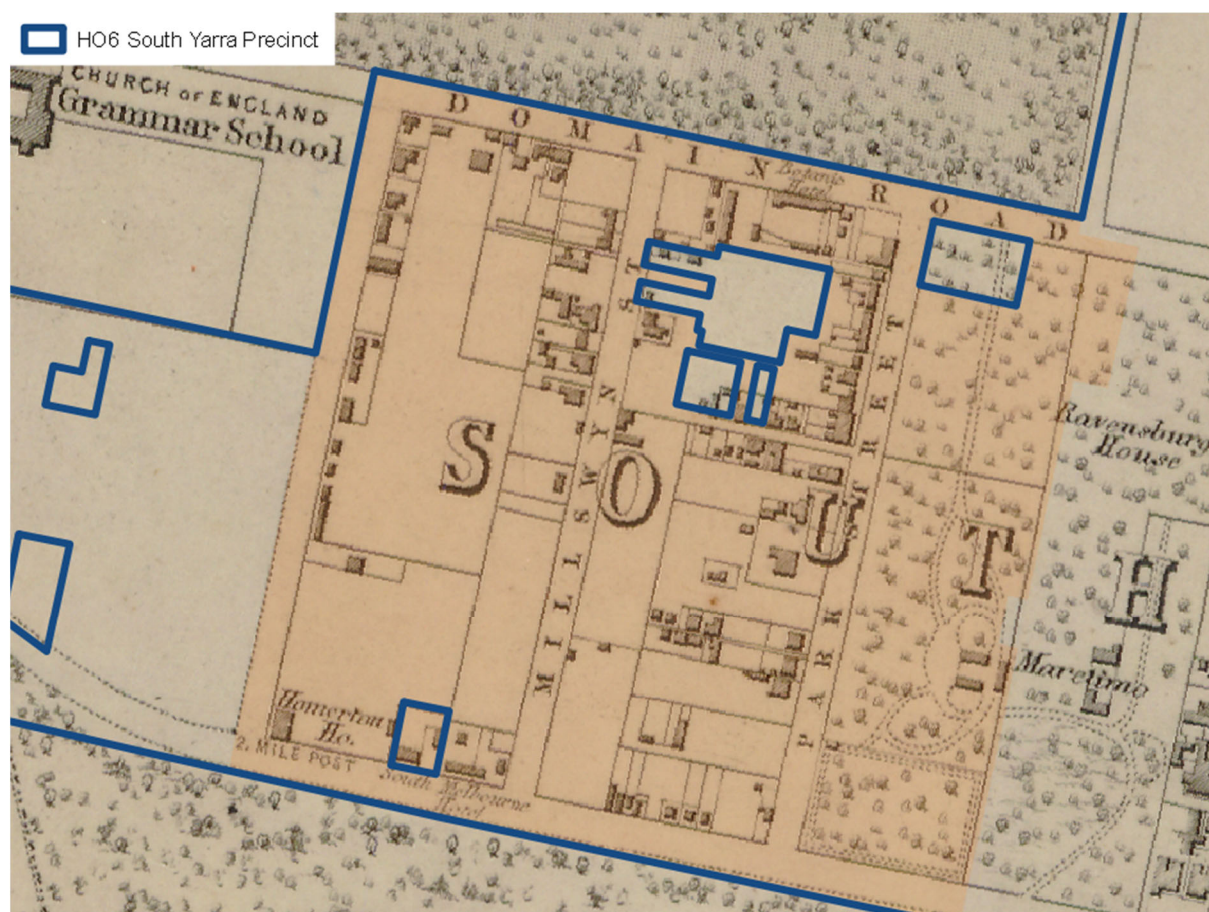


Figure 21. Detail from Kearney, 1855, showing development in Area 2 by 1855. Homerton House (demolished) and the South Melbourne Hotel (later Fawkner Club Hotel) can be seen on Toorak Road (bottom LHS) and the Botanical Hotel in Domain Road. (Source: State Library Victoria: Victorian country maps with GML overlay)

Built in 1855 for the Crown grantee Charles J Mills, the row of three two-storey terrace houses at 119–123 Domain Road is a rare survivor from the 1850s, and is one of the oldest buildings in South Yarra. Several important members of the community resided in these buildings, including the Government Meteorologist and Director of the Observatory, Georg von Neumayer, who occupied the middle house in 1861–63. Owned by Mills, this row is thought to have precipitated the formation of Montpelier Place

which ran along their western boundary. Today Montpelier Place is the northern end of Hope Street with the 'kink' in Hope Street being the result of the joining of the two streets (Hermes record for '119–123 Domain Road, South Yarra'; Lewis 2015:3). Although altered, the group's early form is still evident.

Other extant early residences from the mid-Victorian period in Domain Street and Millswyn Street:

- 148 Domain Street, a two-storey house built c1854 and extended in stages (Slater 1987:46).
- Mulberry Cottage at 142 Domain Street, a single-storey house built c1855 (Slater 1987:46).
- 49–51 Millswyn Street, a single-storey house built in 1868 and substantially altered over time (Gould 1994).
- 56–62 Millswyn Street, a two-storey house built in 1869–70 to a design by architect George Raymond Johnson by builder Henry Everest (Gould 1994).
- 116 and 118 Millswyn Street (part of 112–118 Millswyn Street), a pair of houses built in 1871 by builder Beecham Brothers (Gould 1994). The pair has been incorporated into a larger residential complex at 112–118 Millswyn Street.

By 1870, the area between Domain Street and Millswyn Street featured residences on the northern sections of these streets, but large estates still existed to the south and were later subdivided to create Hope Street (Colman 1972:11). Around the same period, Park Street was developed on the western side only, as Crown Allotment 18 on the eastern side was not subdivided until 1884 (Colman 1972:11–12). None of the pre-1880s houses survive in Park Street.

It was not until 1872, after the death in 1868 of Mills, the owner of Crown Allotments 15 and 16, that the survey of William Street (later renamed Hope Street) was continued south through the block. The remainder of the land in the southern portions of Domain Street and William (Hope) Street developed from this time (Oscar Slater in Gould 1985:np; *Argus*, 30 January 1868:2). Hope Street's peculiar 'kink' is a direct result of these two stages of subdivision (Colman 1972:11). An estate plan of 1872 shows houses in existence near the intersection of Bromby Street and Domain Street. None of these houses survive today (Figure 22).

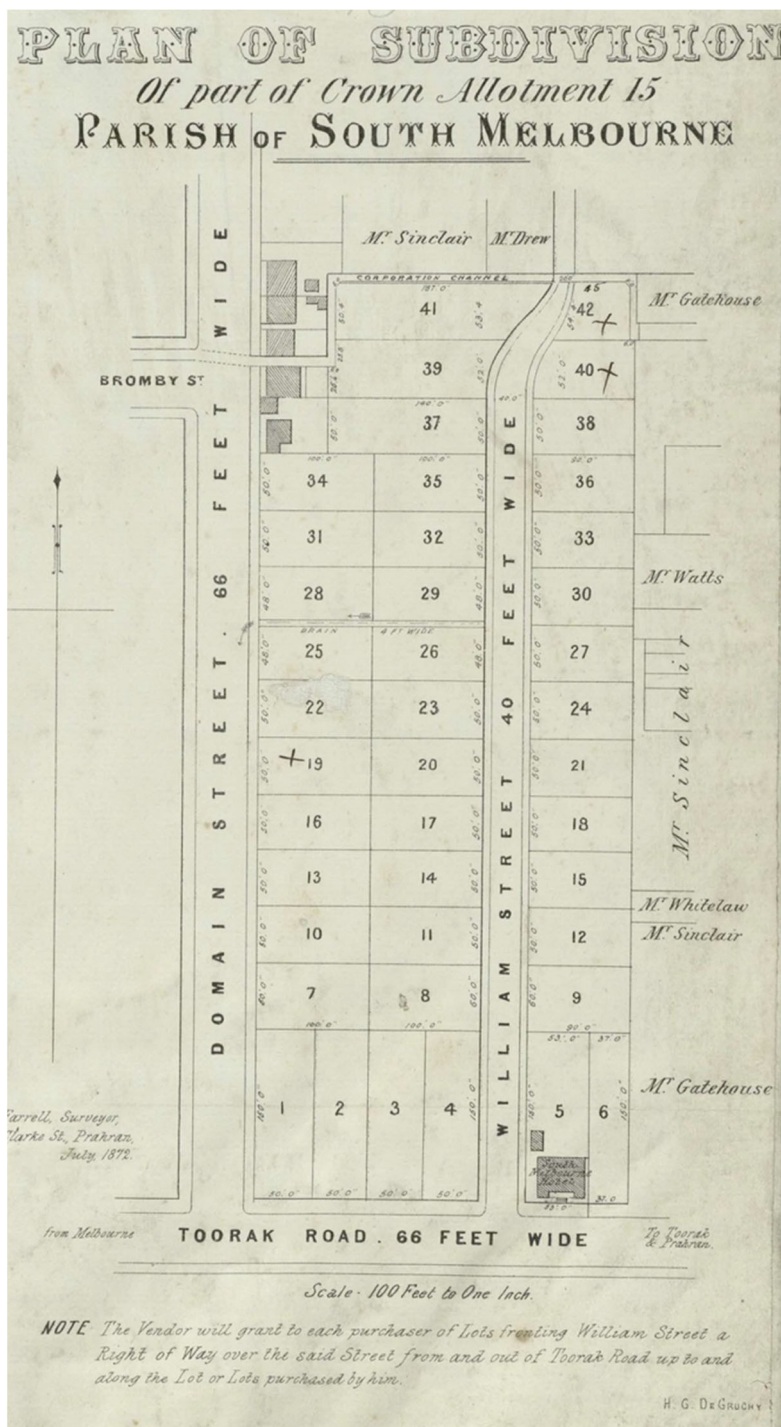


Figure 22. 'Plan of subdivision of part of Crown Allotment 15, Parish of South Melbourne' 1872. (Source: State Library Victoria: Land subdivisions of Melbourne and suburbs, 1837–1876)

Today, some houses developed in the 1850s–1870s are extant in Millswyn Street, Domain Street, Domain Road and Toorak Road. These are shown in Figure 23 below.

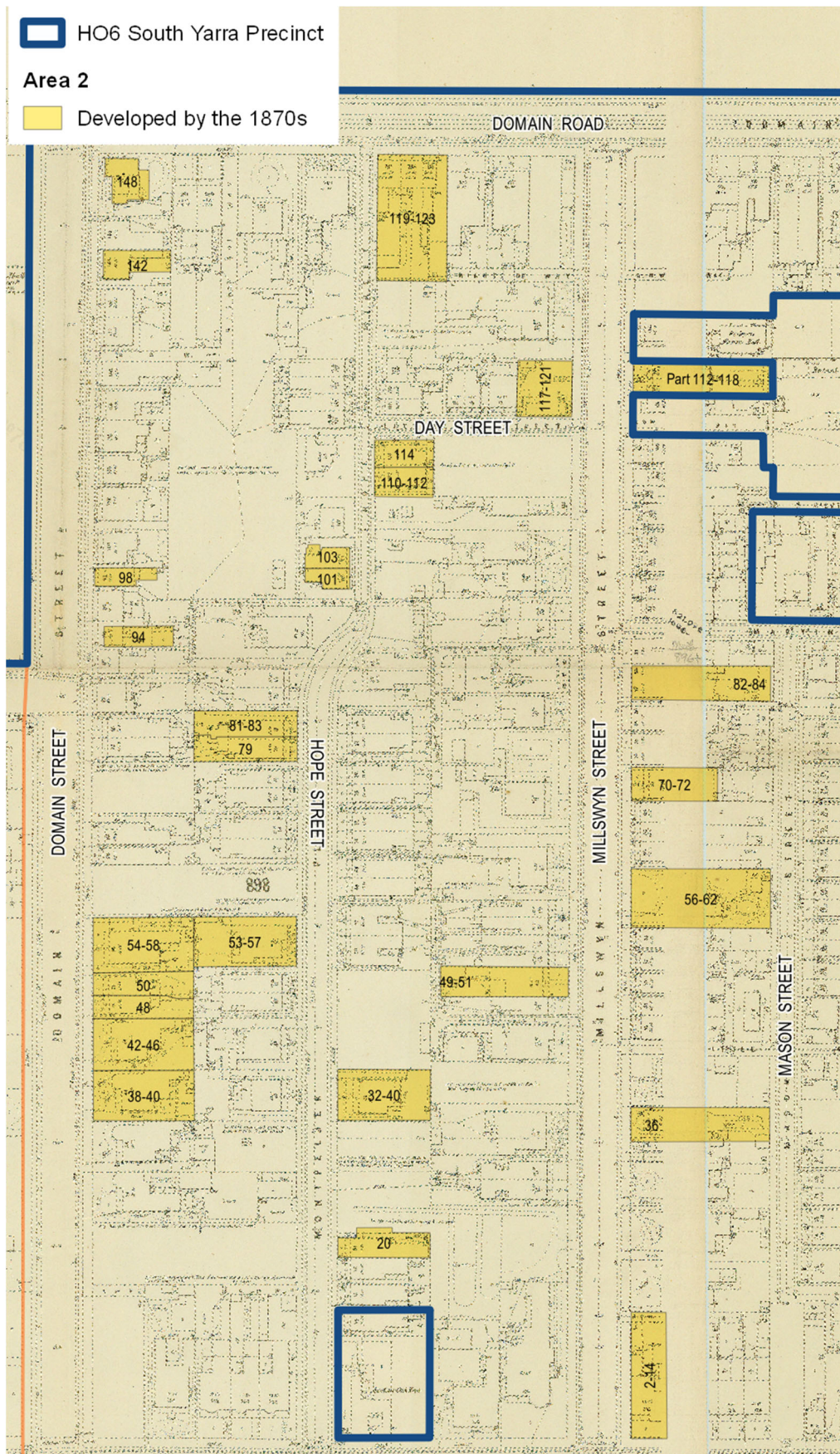


Figure 23. Extract of MMBW Detail Plan No 896, 897, 898, 899 and 900, showing location of the 1850s–70s houses extant in the western portion of Area 2. (Source: State Library Victoria with GML overlay)

Further residential development of Area 2 occurred with the land boom of the 1880s. Domain Street was developed with several two-storey houses in the 1880s and 1890s. A fine example from this group is 'Ravenswood' at 124 Domain Road, built in 1889 to a design by architect Joseph Crook by builder George Stubbs (Gould 1994).

A major subdivision from the late nineteenth century was the South Yarra Hill Estate (Figure 24). After H W Mason died in 1883, Crown Allotment 18 was subdivided by a notable builder and Emerald Hill estate agent, William Parker Buckhurst, into allotments with frontages to the eastern side of Park Street and to the newly formed Leopold Street (Oscar Slater in Gould 1985:np).

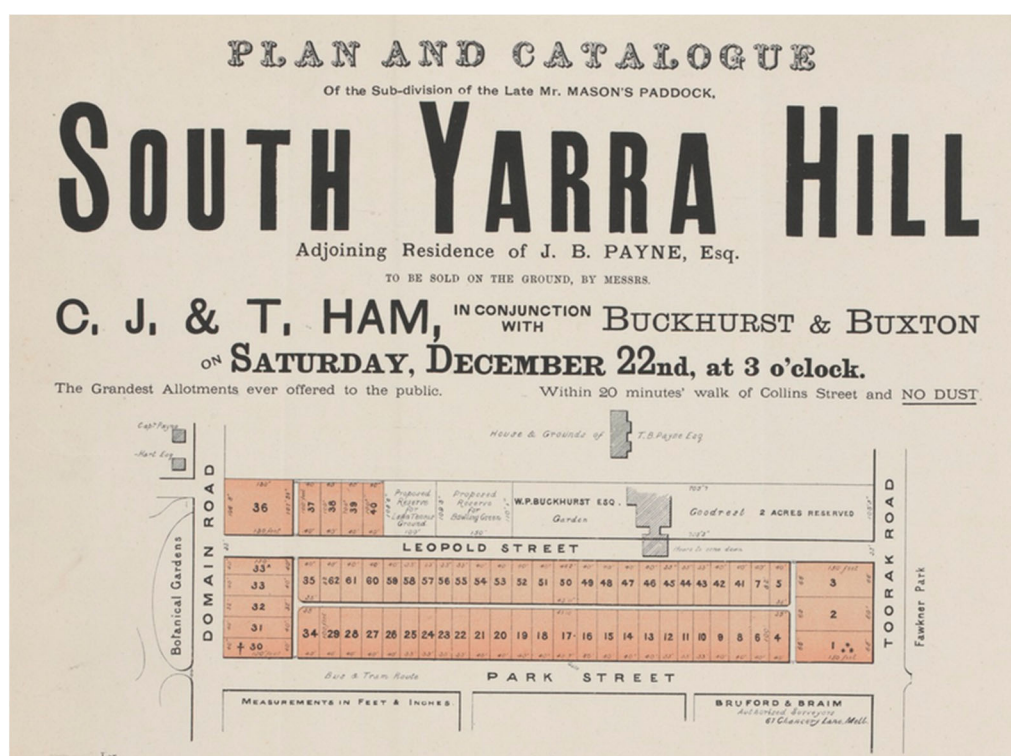


Figure 24. 'Plan and Catalogue of the subdivision of the late Mr. Mason's paddock, South Yarra Hill' 1888. (Source: State Library Victoria: Troedel collection, Accession No: H2000.180/360)

The selling of land in the South Yarra Hill Estate coincided with the 1880s land boom and provided Buckhurst with the funds to build his mansion, 'Goodrest', on the eastern side of Leopold Street on two acres at the corner of Toorak Road (Lewis 2015:6). 'Goodrest', the 'boom period' Italianate style two-storey mansion at 120W–126W Toorak Road, was built in 1884 to a design by William's son Walter Buckhurst, architect. 'Goodrest' is one of the few grand mansions surviving in this area and is notable for its association with the Buckhurst family (National Trust record for '120 Toorak Road West, South Yarra 3141 - Property No B1205').

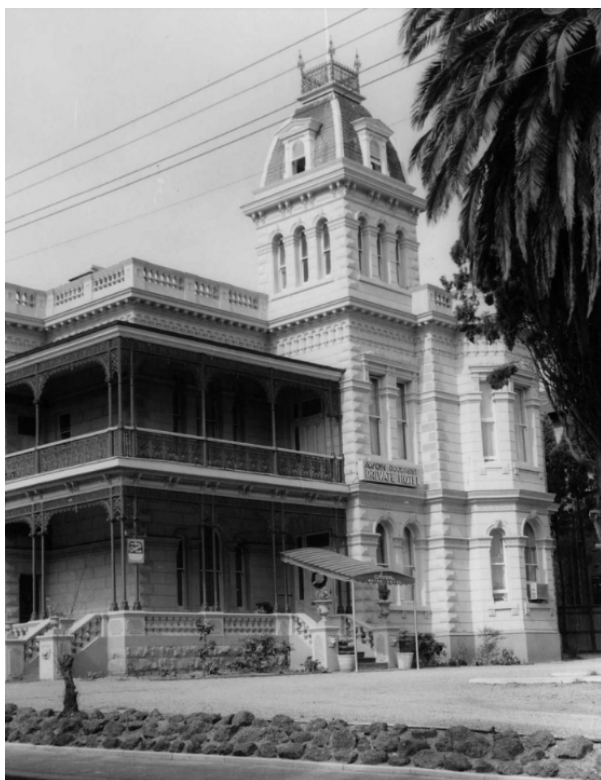


Figure 25. A photograph of 120W–126W Toorak Road from 1974. (Source: John T Collins 1974, State Library Victoria: JT Collins collection, Accession No: H98.251/1050)

Another notable Victorian period house in this area is ‘Raveloe’ at 205–207 Domain Road. The brick residence was built for Harry Emmerton in 1884 to a design by architect Charles Webb by builders Langford and Hutchison (MCC registration no 1144, as cited in Lewis 2011 83430). Harry Emmerton, a leading Melbourne lawyer, bought Lot 36 of the South Yarra Hill Estate in 1884. In 1885, the property comprised a 12-roomed house with stables and outbuildings. Various extensions were made over the years, and in 1926, the house had 21 rooms (Gould 1994).

Raveloe was the childhood home of Dame Mabel Brookes, the only child of Harry Emmerton and his wife Alice Mabel Maude (née Balcombe). Dame Mabel Brookes was appointed a Dame of the British Empire (DBE) in 1955 for her services to hospitals and charities. She and her husband Sir Norman Brookes lived at ‘Kurneh’ opposite her parents’ home (Poynter 1993). ‘Kurneh’ has since been demolished and was replaced in the 1970s by a block of flats of the same name (2–10 Anderson Street, in Area 5). From the mid–1950s to the mid–1960s, ‘Raveloe’ was occupied by Emmerton's granddaughter Cynthia, and her husband, Sir Harold Gengault-Smith, who served three times as Lord Mayor of Melbourne.

‘Emmerton’ at 203 Domain Road was built as an extension to Raveloe in 1905, as a ballroom (Gould 1994). In c1918 the owner, Harry Emmerton built a 10 metre high, 30 metre long red brick fence with buttresses along the properties eastern boundary (now part of 209–211 Domain Road) to preserve their privacy after the building of Garden Court flats at 61–67 Marne Street (in Area 3). In 1981–82, the outbuildings were removed, and additions were made to the west side of Raveloe, including alterations and the second-storey addition to the ballroom (MBAI; Gould 1995). The ballroom has since been subdivided from Raveloe after 1995 and named ‘Emmerton’. Although altered, the former ballroom was notable as an integral part of Raveloe's history. The ballroom was the hub of Melbourne society, as a place of many social functions held by the Emmertons between 1905 and the late 1930s (*Punch*, 4 May 1905:24; *Herald*, 12 October 1938:19).

Development today on the eastern side of Park Street and on the eastern side of Leopold Street comprises terraced houses dating from the land boom era of the 1880s. The South Yarra Hill Estate area appears to be the only subdivision in South Yarra where whole streets were developed for terraces over a short period. [Developed in 1884–1885 following the 1883 land sale, 84–110 and 81–129 Leopold Street is one of the largest consistent groups of Victorian period houses. This group represents a common boom era development pattern, which involved a number of speculative builders who purchased allotments in a subdivision and subsequently developed rows of single- or two-storey houses of uniform designs. Five pairs of cottages at 84–102, built by builder William Redden, is an unusually largely group in the context of South Yarra \(MCC registrations, as cited in Lewis 2011; MMBW Detail Plan No 898, 899 and 900, 1895\).](#) Many of these were built for the servants who worked in the larger houses in the area (especially Leopold Street) (Colman 1972:11–12).

Jam maker and developer Elias Cunliff is notable for his contribution to the Park Street area. Working with prominent architects including F

L Klingender, Frank Stapley and James Lockwood, Cunliff was responsible for construction of 11 substantial, elaborate houses on both sides of Park Street from the 1880s and 1900s. Residences constructed in the late nineteenth century for Cunliff were as follows.

- A pair of substantial terrace houses at 49 and 51 Park Street, built in 1889 to a design by architect James W Lockwood. Cunliff resided at 49 Park Street (Slater 1987:28, 33).
- A pair of substantial terrace houses at 46–48 and 50–52 Park Street, built in 1896 to a design by architect Frank Stapley (Slater 1987:28, 33).
- A row of three substantial terrace houses at 36, 38 and 40 Park Street, built in 1899 to a design by architect Frank Stapley (Slater 1987:28, 33).

These were part of a larger group of high quality terraces and freestanding houses built in Park Street in the 1880s and 1890s. Because of the fall of the land, the basements of the Park Street buildings effectively created a third floor for many double-storey examples (Lewis 2015:16; Slater 1987:33). In other cases, houses were elevated above street level. The high quality examples in Park Street include the following.

- 18 Park Street, a two-storey terrace house built in 1888 to a design by prominent architects Henderson & Smart Reed (Gould 1994).
- 24–28 Park Street, a large asymmetrical two-storey terrace house built in 1890 to a design by architect E S Ovey (Gould 1994).
- 42–44 Park Street, a two-storey house with a projecting bay, built in 1890 by builder ‘Bracewell’ (Gould 1994).
- 59, 61 and 63 Park Street, a row of three two-storey terrace houses with basement level, built in 1890 by builder and developer Charles Coulson (Gould 1994).
- 74–76 Park Street, a pair of two-storey terrace houses with fine render work, built in 1885 to a design by architect Walter Buckhurst, son of the owner Walter P Buckhurst (Gould 1994).

Brass founder George Douglas commissioned architect Joseph Crook to establish a two-storey terrace pair at 105 and 107 Domain Road (1883) and a two-storey house at 115 Domain Road (1889). Numbers 105 and 107 remained with the Douglas family until c1910, during which time the premises were used as a private school. From 1910 until 1980, the houses were joined for use as a boarding house known as Pasley Guest House (i-Heritage). A two-storey residence designed by G B Leith was erected between these buildings at 111–113 Domain Road in 1902. The buildings between 105 and 117 were acquired by the Melbourne Grammar School in 1982 and are now part of the school’s boarding houses and known as 140 Domain Street (i-Heritage; CoMMaps).

Mason Street was made in 1883, and houses were built from that year to accommodate business owners as well as workers employed on the large estates in the area. The developer of 59, 61 and 63 Park Street, Coulson constructed seven timber cottages (some were later veneered in brick) between 56 and 82 Mason Street in 1887, and in 1889, built another seven brick terraces in between (Lewis 2015:12). Examples of other small cottages, built in 1891 by John Woods, can be seen at 75–81 Mason Street (Slater 1987:31).

Elsewhere, Coulson also built the terraces at 16–22 St Martins Lane (Slater 1987:29).

In Millswyn Street, small scale terraced houses and more substantial villas were built during the late nineteenth century. The Victorian terraces scattered in Millswyn Street were likely built for the servants who worked in the larger houses in the area (Colman 1972:11–12). Two architect-designed houses in in Millswyn Street are notable for their refined designs:

- 1–9 Millswyn Street, a two-storey house with a refined Italianate style detailing, built in 1886 to a design by William Salway (Gould 1994).
- 70–72 Millswyn Street, a single-storey double-fronted house built in 1864 and remodelled with current façade c1891, likely to Norman Hitchcock's design. The house was the home of Janne Faulkner AM who was a visionary interior designer influential in modern interior design trends in Australia from 1974 until her death in 2018. The interior of her house was featured in one of her books (*The Design Files*).

By the end of the nineteenth century, Area 2 became almost fully developed. Many Victorian houses in this area are extant today (Figure 26 and Figure 27).

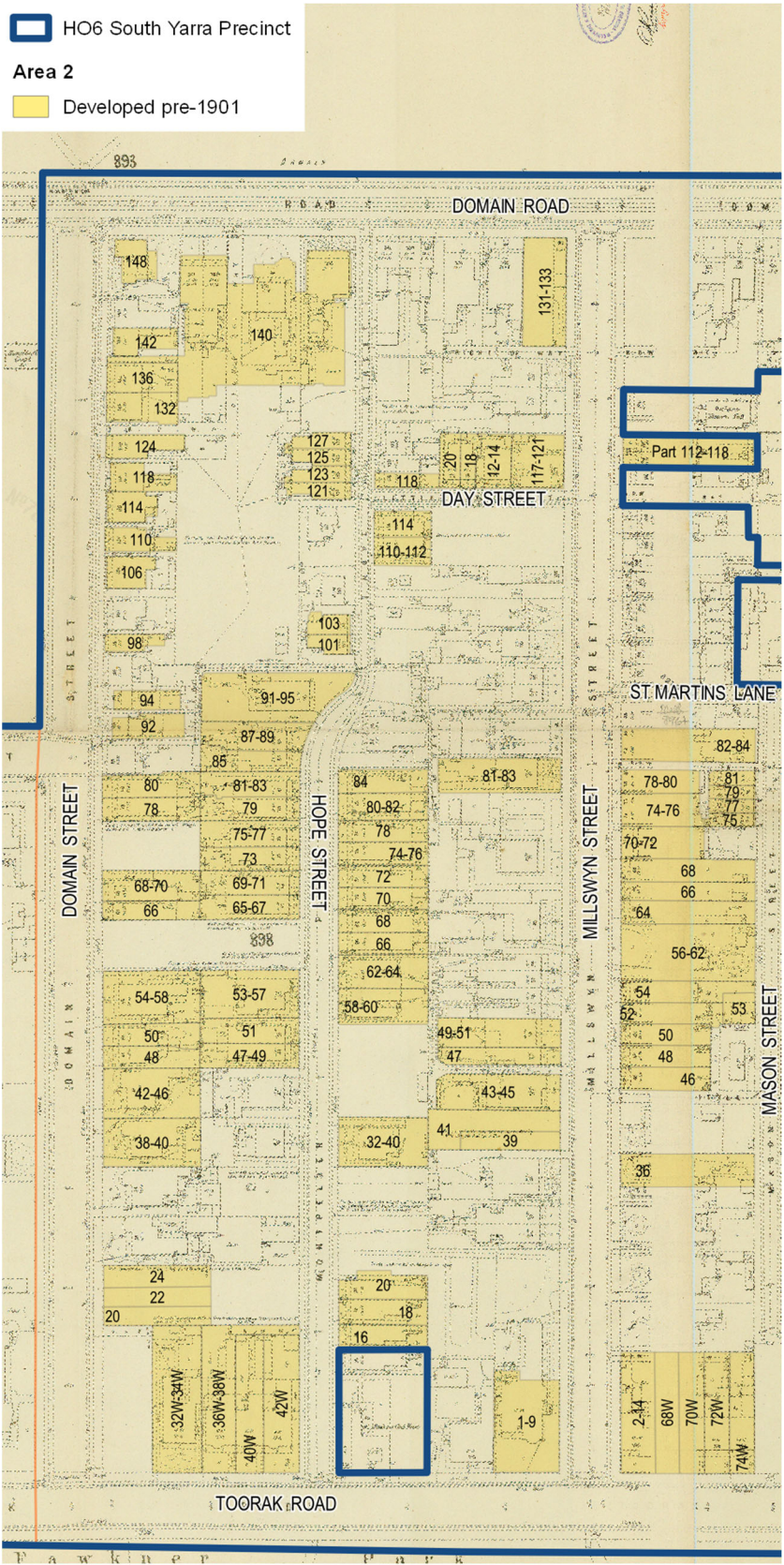


Figure 26. Extract of MMBW Detail Plan No 896, 897, 898, 899 and 900, 1895–96, with GML overlay showing the locations of the Victorian period buildings extant in the western portion of the area today. (Source: State Library Victoria)

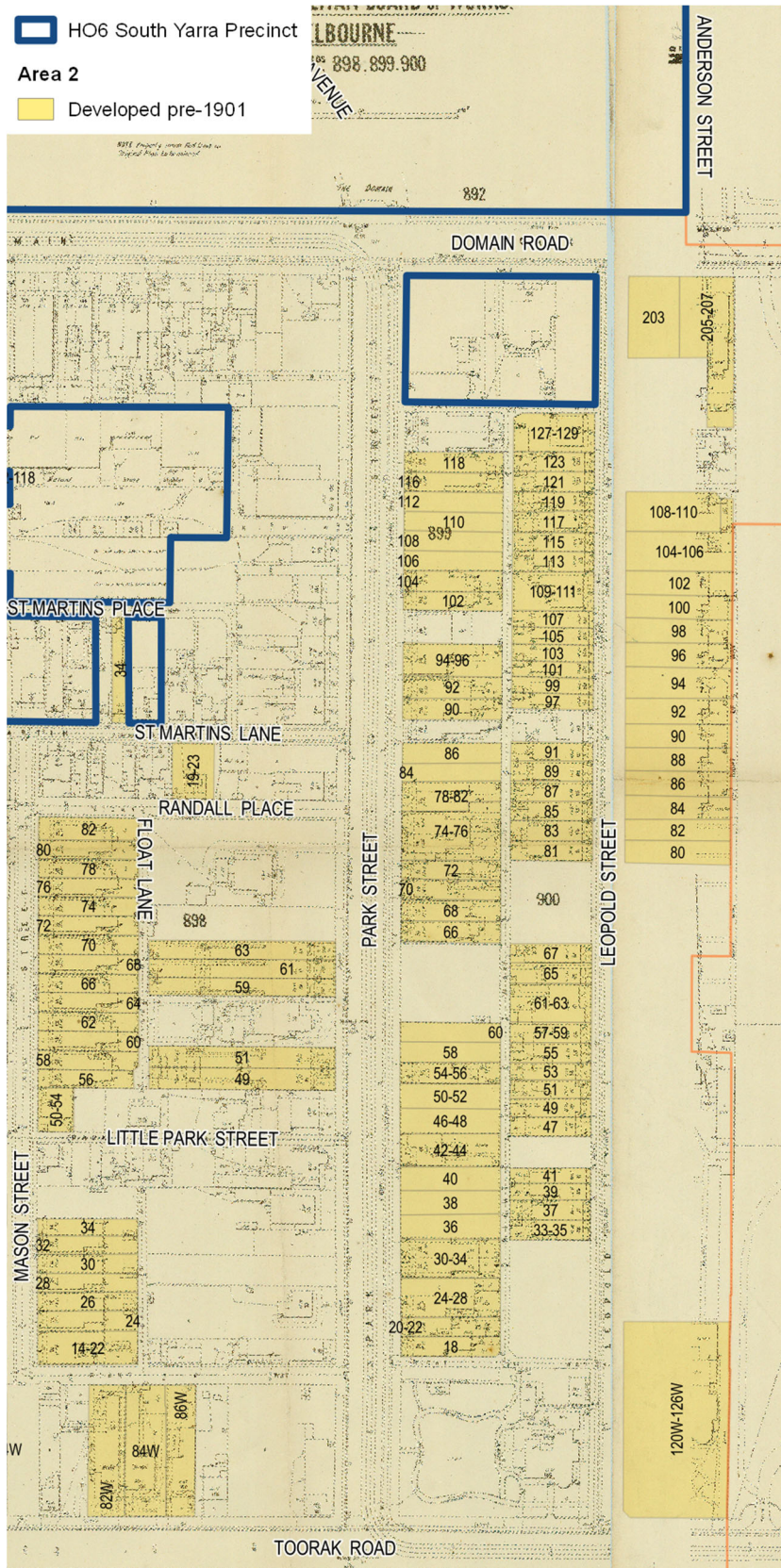


Figure 27. Extract of MMBW Detail Plan No 896, 897, 898, 899 and 900, 1895–96, with GML overlay showing the locations of the Victorian period buildings extant in the eastern portion of the area today. (Source: State Library Victoria)

### *Commercial and industrial development*

Commercial premises were developed in a number of areas in Area 2 from the early 1850s. Hotels were part of the earliest development in this area. The early hotels within and in the immediate surroundings of Area 2 include the following.

- The Botanical Hotel containing a bar and four sitting rooms opened (initially as Botanical Gardens Hotel) in 1854 at 161–173 Domain Road, and by 1865 and weatherboard shops either side of the hotel had opened at this location (Slater 1987:27). Russell Watts and Pritchard, architects, published tenders for additions to the Botanical Hotel at the subject site in mid-1854 (Argus, 29 June 1854:7). The Kearney plan of 1855 appears to show stables in the rear yard of the hotel (Figure 21). Racehorses were stabled at the hotel in the 1860s before race meetings, including Archer, the winner of the first Melbourne Cup in 1861 and again in 1862 (Slater 1987:17). The horses were trained in the Domain where there was a riding track. Stabling of first-class racehorses was a particular use of the hotel in the 1860s–1870s. Stabling was provided in a large two-storey weatherboard building in the rear hotel yard and accommodated vehicles as well as horses (Argus, 8 July 1889:6).
- The South Melbourne Hotel was initially built in 1853 in Toorak Road, at the corner of what was to become William (Hope) Street (2–14 Hope Street). The hotel was rebuilt in 1876 and renamed the Fawkner Club Hotel in 1887 (Lewis 2015:4; Slater 1887:49). The former Fawkner Club Hotel has been assessed as an individual heritage place as part of the South Yarra Heritage Review 2021.
- Homerton House, a private hotel that operated from 1855 to 1875, was at the corner of Toorak Road and Domain Street (30W Toorak Road) (Slater 1987:47). The building became a school and then a boot factory before its demolition in 1887. The site was redeveloped with a residence in 1906, which was later used as a boarding house and private hotel for most of the twentieth century (Gould 1984).
- Morton's Family Hotel at 82–84 Millswyn Street, built in 1862 and used as a private hotel by 1874, was converted into flats in 1936 with a new façade added. The Victorian structure beyond the façade was retained (Gould 1994). It was known as Lord Brassey Hotel in 1905 (S&Mc 1905). The former stables, hay loft and coach house building survives at 85 Mason Street to the rear of the former hotel building (Slater 1987:31).

The three earliest hotels, the Botanical Hotel, Homerton House (a private hotel), and the South Melbourne Hotel are shown on the 1855 Kearney plan (Figure 21).

Various commercial operations were established on the south side of Domain Road between the Botanical Hotel and the western corner of Domain Road and Park Street. By 1867 two combined shop-residences had been built on the adjacent allotment west of the Botanical Hotel (S&Mc 1867). In the 1870s the building immediately to the west of the hotel (not numbered in the directory) was occupied by Mrs Cameron, a grocer, and the adjacent building was occupied by William Geary (S&Mc 1875). The early shops in this group were replaced with newer commercial buildings by the interwar period. The Toorak Road cable tram service commenced in October 1886, and the tram tracks for the Brighton branch along Domain Road and Park Street were completed in 1889 (*Herald*, 2 October 1926:6).

To serve the needs of the increasing population in the neighbourhood, a further commercial cluster had been established at the north end of Millswyn Street by 1860 (S&Mc 1860, 1890). During the 1870s, the street comprised two schools, a dairy, a police station, a bakery, a butcher and a grocer. In the mid-1890s, this cluster included Morton's Family Hotel and the following buildings.

- 'Wimmera Bakery' at 78–80 Millswyn Street, a two-storey bakery with exuberant detailing, built in 1890 to a design by architect Norman Hitchcock for John Woods (Gould 1994).

- A two-storey shop and residence at 117 Millswyn Street (now part of 117–121 Millswyn Street), built in 1870 (S&Mc 1871). From c1913 to the mid-twentieth century, F Byrne, butcher, operated from the building (S&Mc 1913 and 1942).
- David Robertson’s grocery at the corner of Millswyn Street and Domain Road (today part of 131–133 Domain Road). The two-storey shop and residence was built in 1881 for Robertson (MCC registration no 8824, as cited in Lewis 2011 83222).
- A butcher’s shop at 74–76 Millswyn Street (exact built date unknown).
- A pair of shops at 87–89 Millswyn Street, rebuilt in 1928 for Arthur Crew (grocer) and remodelled into apartments in the 2000s. The 1928 façade remains legible.
- Two grocery shops at 88 Millswyn Street and 105 Millswyn Street, and a woodyard at 91 Millswyn Street. These buildings no longer exist.

In the same area, the stables, grain store, forge and coach houses associated with the Mutual Stores, a large emporium located in Flinders Street, were established in 1889 and accessed from right of ways near 112 Millswyn Street and 115 Park Street (Slater 1987:30; S&Mc 1890 and 1894). The former Mutual Store complex has been assessed as a significant heritage place in this Review.

Smaller-scale commercial and industrial buildings were located on the either side of the right-of-way off Park Street (near 115 Park Street) in the 1890s, housing various short-term businesses, including a laundry, a grain store and a furniture manufacturer (S&Mc 1896–97). These buildings were replaced by residential flats in the interwar period.

The commercial and industrial activities were concentrated in Millswyn Street, Domain Road and Park Street during the Victorian era. The area was depicted on the MMBW plan dated 1895–96 (Figure 28).

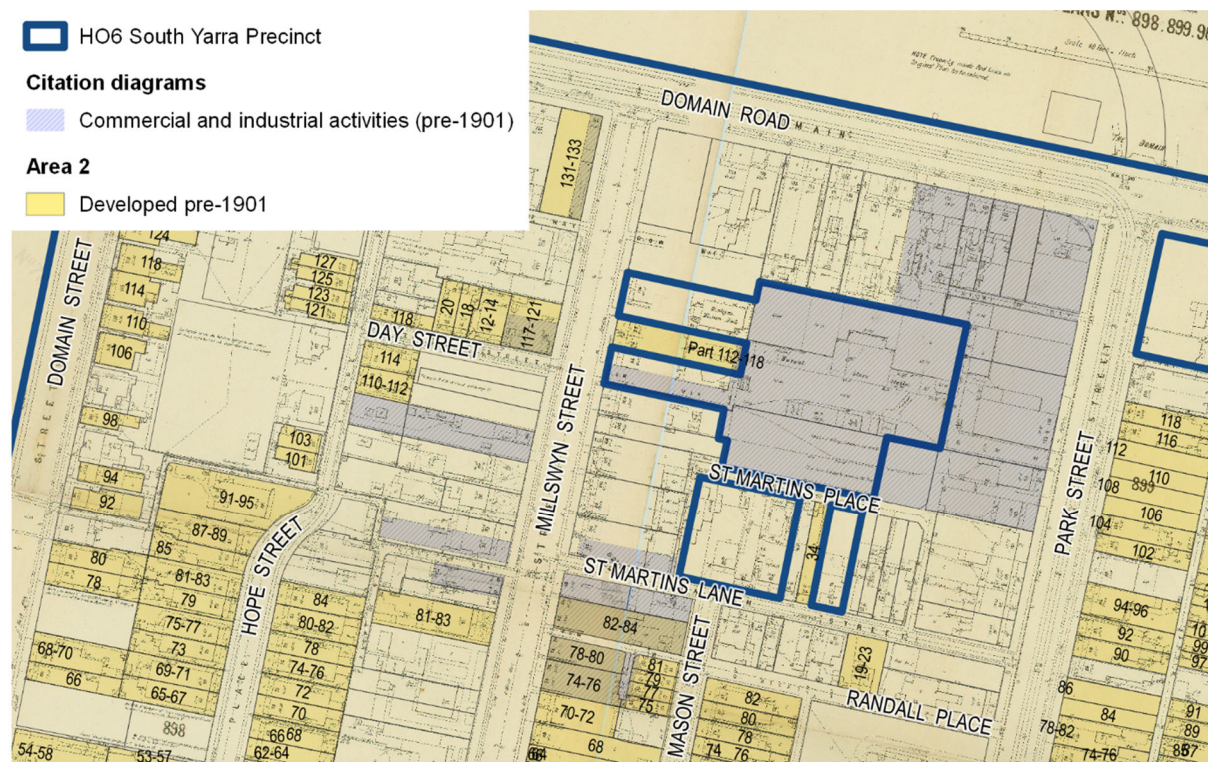


Figure 28. Extract of MMBW Detail Plan No 898, 899 and 900, 1895–96, with GML overlay showing approximate locations of commercial premises that were operating in Millswyn Street, Domain Road and Park Street in 1895–97. The pre-1901 buildings shaded in yellow survive in the area today. (Source: State Library Victoria)

### *Community buildings*

A Wesleyan Mission Hall had been built at 120 Millswyn Street by 1892 (*Age*, 7 April 1892:7). The Wesleyan Mission Hall has been assessed as part of St Martins Theatre complex in this Review. The complex is recommended for its own serial listing.

In 1896–97, another mission hall, Christ Church Mission Hall, was located on the western side of Millswyn Street at number 85 (S&Mc 1896 and 1897). This building is no longer extant.

### *Development: 1901–1918*

#### *Residential development*

The 1890s economic depression slowed development in the precinct but building gathered pace again from the first decade of the twentieth century. Some houses took up the remaining vacant lands in the Victorian estates or the land parcels that were newly made available through subdivision of large properties.

A notable house from the early Federation period is at 30W Toorak Road. A refined Queen Anne style two-storey residence was built in 1906 for Felix O'Connor to a design by William H Webb. The house occupies the site of Homerton House, a former private hotel demolished in 1887 (Slater 1987:49). The house was known as Granlahan between c1910 and 1922 (*Argus*, 30 September 1941:3 9 September 1922:2; *Herald*, 29 September 1941:5). By 1923 and until 1986, Granlahan had been a boarding house, except for when it was used as a Salvation Army hostel in the 1940s (*Argus*, 12 December 1923:13; S&Mc 1925; Slater 1987:49). After the change of ownership in 1986, the building was renovated and converted into a private residential hotel 'The Tilba', which remained until the early 2000s (Slater 1987:49). By 2006, the building was reverted to a residence, and occupied by Li Cunxin until 2015. Li was the former principal dancer of The Australian Ballet and author of the best-selling book *Mao's Last Dance* (2003), which later became a movie of the same name (Pallisco 2015).

During the Federation period, speculative development of rows of semi-detached or free-standing houses was common (Figure 29). [Designed by architects Ward & Carleton, a pair of semi-detached pair at 113 and 115 Millswyn Street, is notable for its refined detailing.](#) Double-storey terraces were also built in this area during the Federation period. These included elaborate houses in Park Street as well as less adorned houses in narrower streets.

Developer Elias Cunliff, who was responsible for the erection of substantial Victorian terraced houses on Park Street, also went on to develop substantial residences on the western side of Park Street. The notable double-storey terraces in this area include:

- 'The Oaks' at 65–67 Park Street, built in 1902 to a design by architect Frederick Klingender. It was purpose-built as a superior class boarding house, or private hotel, particularly for country visitors staying in Melbourne. It was still operating as a private hotel in the late 1980s (Slater 1987:33).
- 'Dalgety' (originally 'Spilsby' and 'Allonah') at 53–57 Park Street, a pair of fine two-storey Art Nouveau style terraced houses built in 1906 to a design by architect Arthur H Fisher (Slater 1987:33). By 1915 the terraces appear to have been joined together as one address. It would appear it became a guesthouse at around this time. The pair is now converted to a single residence.
- Renowned architect Frank Stapley designed 21–23 Park Street, a pair of highly refined Free Classical style two-storey terrace houses built in 1905 for the owner Thomas Holgrove (MCC registration no 9675, as cited in Lewis 2011 record no 83545).

Some of the buildings on the western side of Park Street, including Dalgety and The Oaks, were used as boarding houses and private hotels from the 1880s into the twentieth centuries. Because of the slope of the land, the basements of the buildings effectively created a third floor (Lewis 2015:16; Slater 1987:33).

88W Toorak Road, a two-storey house built in 1910 to a design by architect C E Crawford, was one of the two houses built in Toorak Road in this area during the Federation period. It features an unusual detailing to the verandah (MCC registration no 1988, as cited in Lewis 2011 83488).

Less refined examples of two-storey terraces are found in narrower streets. These include 16 and 18 St Martins Lane and 20 and 22 St Martins Lane, two pairs of two-storey terraced houses built in 1910 by the owner Charles Coulson and 48 and 50 Leopold Street, a pair of two-storey terraced houses built in 1913 by builders Leonard Bros (MCC registration no 2170, as cited in Lewis 2011 83492; Gould 1994).

A significant development in Area 2 from this period is 'Mayfair' at 19 Park Street, also built for Elias Cunliff in 1913–14. It is thought to have been designed by architects Godfrey and Spowers. Comprising five storeys, Mayfair is believed to be one of the first purpose-built block of multi-level flats in the City of Melbourne and in metropolitan Melbourne (Slater 1987:36; Sawyer 1982:105).

Following the construction of Mayfair, a three-storey block of flats was built at 93–103 Park Street as a guesthouse in 1914 (*Argus*, 25 February 1914:15). The guesthouse 'St Arnaud' was managed by Mrs Elizabeth Viccars, who was one of the pioneers of guesthouse operations in Park Street (*Herald*, 3 August 1922:7). It was likely designed by architect J J Meagher, who in 1912 designed the adjacent two-storey red brick house (now part of the same allotment at number 93–103), as both buildings feature similar detailing. The then owners of St Arnaud, Joshua and Anne Haberfield, had submitted two separate building applications in 1912 and 1913 (MCC registration no 3629 as cited in Lewis 2011 83495). 103 Park Street was converted into flats and incorporated as part of the guesthouse from 1920 (MBAI; S&Mc 1921). The building remained a boarding house until 2016 ('93–103 Park Street, South Yarra', realestate.com.au).

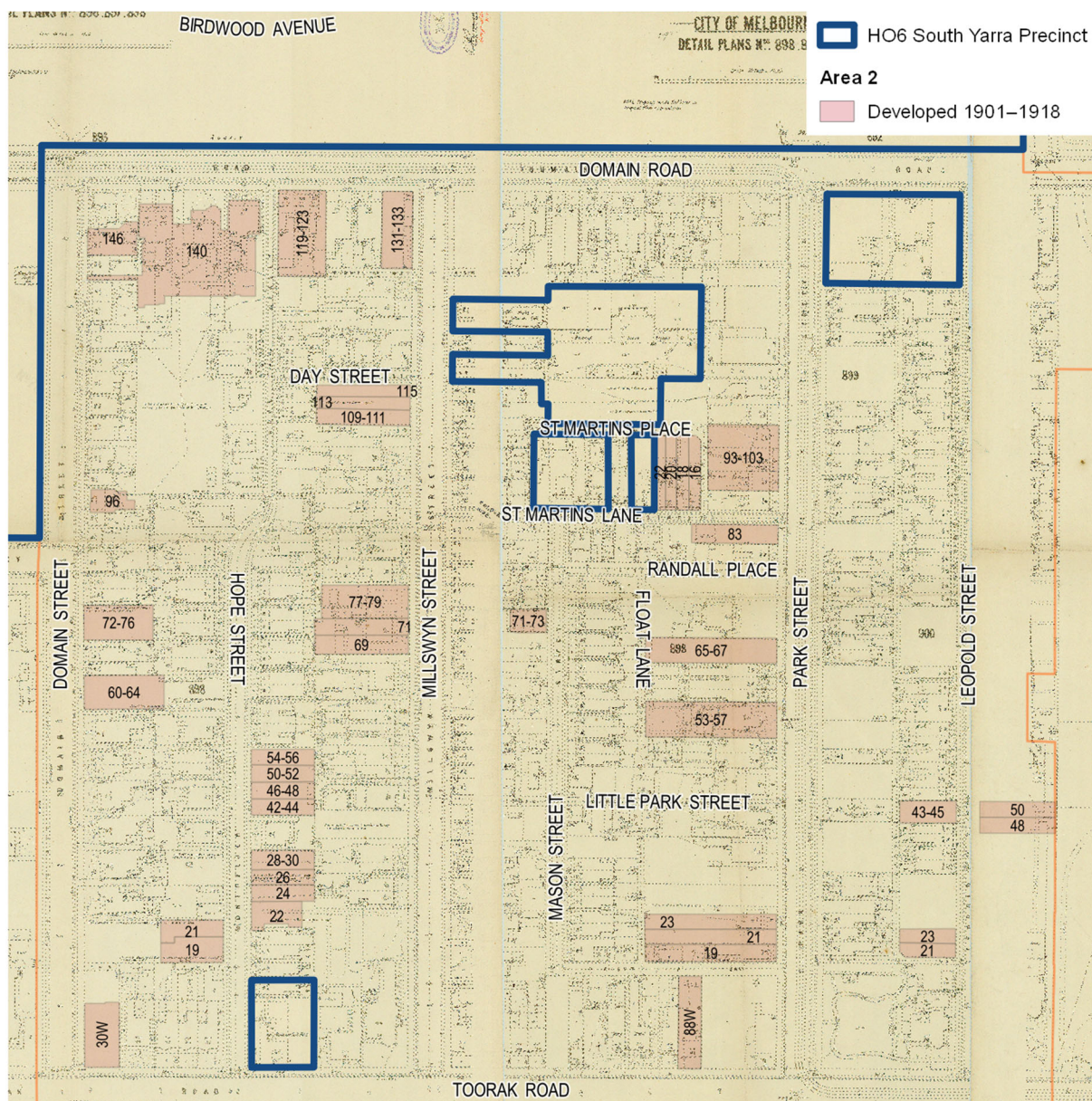


Figure 29. Extract of MMBW Detail Plan No 898, 899 and 900, 1895–96, with GML overlay showing the locations of the buildings developed in 1901–18 extant today. Some of these replaced Victorian houses and some were built on vacant allotments. Note the allotments at 140 Domain Street and 131–133 Domain Road retain Victorian buildings. (Source: State Library Victoria)

## *Development: 1918–1945*

### *Residential development*

Development in the area gained momentum during the interwar period. This was brought about largely by the subdivision of larger Victorian-era estates, but also through infill development on previously undeveloped land.

While development during this period was predominantly of blocks of flats a number of individual houses were built in Domain Street, Leopold Street, Mason Street and Park Street. A notable example of an interwar residence is at 62 Park Street, a fine Old English style house built in 1934 to a design by Twentyman and Askew (Grow record no 2058; CoM building application record).

Predating the popularisation of flats in South Yarra during the 1930s, 'Ballynagarde Flats', built in 1920 at 146 Domain Street, ['Domain House', built in 1918–20 at 72–76 Domain Street](#), and 'Wilton House', built in 1921 at 120–122 Park Street (designed by Stephenson and Meldrum), were among the earliest interwar blocks of flats erected in South Yarra (MBAI; *Argus*, 13 August 1921:14).

On the western side of Park Street, a group of flats replaced the Victorian-era industrial premises next to the Mutual Store complex during the 1920s. Built to the north of the 'St Arnaud' guesthouse at 93–103 Park Street, these buildings form a cluster of pre-1930 blocks of flats, which is uncommon in HO6. These include:

- 'Kilmeny' at 105–107 Park Street, a three-storey block of flats influenced by Arts and Crafts style, built in 1923 (MBAI).
- 'Rycroft Hall' and 'Verona' at 109–113 Park Street, a pair of three-storey Jazz Moderne style blocks of flats built in 1927 to a design by architects Hare and Hare (MBAI; *Herald*, 1 August 1928:12).
- 'The Greylings' at 115–117 Park Street, a two-storey block of flats influenced by Arts and Crafts style, built in 1921 to a design by architects Peck and Kemper (MBAI; CoM building application record).

Further development of blocks of flats occurred in the precinct in the interwar period with the gradual sale of the extensive 'Goodrest' estate in the 1920s and 1930s. The sale of the estate resulted in the construction of a residence and six blocks of maisonettes or flats on the eastern side of Leopold Street, between numbers 14 and 78. These include two notable 1930s blocks of flats:

- 'Louvain', a substantial block of flats with fine Moderne-style detailing built in 1938 at 14–24 Leopold Street (MBAI).
- 'Cheselden', a substantial block of flats with fine Old English style detailing, built in 1934 at 60–68 Leopold Street to a design by architect H D Berry (MBAI; CoM building application record).

In Melbourne, low-rise blocks of flats became a lucrative form of investment in the aftermath of the stock market crash of 1929 and subsequent Depression (O'Hanlon 2008). By 1939, there was record demand for flats in Melbourne for investment purposes (*Newcastle Sun*, 13 March 1939:2). Following this trend, a large number of blocks of flats were constructed in South Yarra during the 1930s (Grow; Gould 1984). During the 1930s, Area 2 saw construction of high-quality blocks of flats in some of its prestigious streets including Park Street, Toorak Road and Domain Road. The late interwar flats sought inspiration from a diverse range of architectural styles. Various design influences are evidenced from the fine examples including the following.

- 124–126 Millswyn Street is a 1939 three-storey block of flats incorporating a circular turret with a copper sheet roof, displaying the influence of the Medieval Revival style.
- 12–14 Park Street is a Moderne style block of flats built in 1938 to a design by prominent architect Bernard Evans. 16 Park Street is a 1938 maisonette also designed by Evans.
- 'St Anne's' at 1–9 Park Street is a fine, substantial International style block, speculatively built in 1938 for Harold E Coles of Coles and Garrard Pty Ltd (opticians) to a design by architect J H Esmond Dorney (Slater 1987:37–38).
- 'St Margaret's' at 100W–104W Toorak Road is a 1939 block of flats, built to a design by architects Scarsborough, Robertson and Love, featuring elements loosely based on 'Chateaux' or Medieval Revival style with a copper-roofed round tower. The entrance and the bays display Art Deco style treatment (Gould 1994; CoM building application record).
- 'Taurea' at 90W–92W Toorak Road is an Art-Deco inspired 1936 block of flats with fine detailing, built to a design by architects Gawler and Drummond (Gould 1994).

### *Commercial and industrial development*

The block bound by Millswyn Street, Domain Road, Park Street and St Martin's Place was central to commercial and industrial activities in Area 2 in the interwar period (Figure 30). The cable trams along Domain Road and Park Street were electrified in 1927 (Slater 1987:29). The roadworks associated with the electrification of the tram line resulted in the demolition of the Victorian-era commercial buildings at the corner of Park Street and Domain Road (185–189 Domain Road) to allow adequate space on each side of the tram tracks for general traffic (*Herald*, 2 December 1926:3).

The cluster of commercial buildings between Park Street and Millswyn Street were renovated or rebuilt during the interwar period.

- The commercial building with rounded corner at 185–189 Domain Road was built in 1932, following the 1931 land sale (*Age*, 26 September 1931:2; MBAI).
- The two-storey former residence (built in 1901) at 183 Domain Road was altered with the extant façade in 1920 (MBAI).
- The two-storey shop (built in 1915) at 179–181 Domain Road was altered with the extant façade in 1932 (MBAI).
- The two-storey shop at 175–177 Domain Road was built in 1924 (MBAI).
- The Botanical Hotel (established in 1853) at 161–173 Domain Road was reconstructed in 1924 as residential hotel (MBAI).

Another commercial premises existed at 153–159 Domain Road and has since been demolished.

The new 1924 building for the Botanical Hotel was designed and constructed by builder John Robert Daley, the then owner of the site. Daley built a number of residential hotels, guesthouses, houses, flats and shops in south-east Melbourne (especially in the former City of St Kilda) in the same period, including Fortuna (c1927) at 63 Ormond Esplanade, Elwood (Contributory in HO8 Elwood: Glen Huntly and Ormond Roads, City of Port Phillip) which closely resembles the Botanical Hotel. The hotel maintained its reputation of respectability into the twentieth century. It attracted occupants from interstate and regional Victoria for the polo and racing season and for boating events on the Yarra River (*Herald*, 25 February 1929:12; *Argus*, 14 October 1925:29; *Herald*, 14 May 1931:19). Muranna Properties Pty Ltd became the owner of the Botanical Hotel and adjacent allotment in 1975 (CT V9108 F974). The same year the adjacent shop–residences (formerly 179 and 183 Domain Road) were replaced with a single-storey extension to the Botanical Hotel. The new building was designed by McIntyre, McIntyre & Partners, architects to house additional dining rooms, a bottle shop, store room, cool room and carparking and bottle shop.

In 1994 the former hotel was redeveloped as a mixed-use residential and commercial building known as 'Botanical Apartments' (*Age*, 29 October 1994:89). Rodcon Development oversaw the conversion of the former hotel building to four luxury apartments on the first and second levels with retail and café space provided at ground level (Rodcon nd). In 2016 Colonial Leisure Group purchased the hotel and commissioned Webb Plus architects and interior designers to undertake a comprehensive refurbishment of the interior, including the addition of a glazed atrium roof to the 1975 addition. As part of the refurbishment works, the ground level fenestration of the 1924 former Botanical Hotel was completely updated c2016.

Interwar commercial ventures in the precinct included the establishment of two motorcar-related businesses in St Martins Place, which was at that time known as Martin Street (Lewis 2015:11). One of these was Harry Trevenna's motor garage at 25–27 St Martins Place (S&Mc 1923). The building was likely designed by architect J Ainslie, who, in 1921, invited tenders for the erection of a 'large motor garage' in Martin Street, South Yarra (*Argus*, 2 April 1921:5). E A Peach's wood yard at 46 St Martins

Place was converted to a fuel station by the 1930s, and operated by H V Peach (S&Mc 1923, 1930 and 1942).

Elsewhere, some Victorian commercial buildings continued to house various small-scale businesses throughout the interwar period.

The Mutual Stores' stables complex at part 112–118 Millswyn Street (formerly known as number 112–114) is an atypical example of an industrial place in the South Yarra area. The existing former stable complex and warehouse incorporates buildings erected c1889 (Reed, Henderson & Smart) and 1922–23 (Ballantyne & Hare) respectively for the Mutual Store, which established the first department store in Melbourne at the corner of Flinders Street and Degraves Street. Acquired by Selpam (Victoria) Pty Ltd, a subsidiary company of Melbourne furniture manufacturers Maples Pty Ltd, the site continued its industrial operation as a warehouse and manufacturing complex between 1963 and 1978. The complex has been recommended as an individual heritage place as part of this Review.

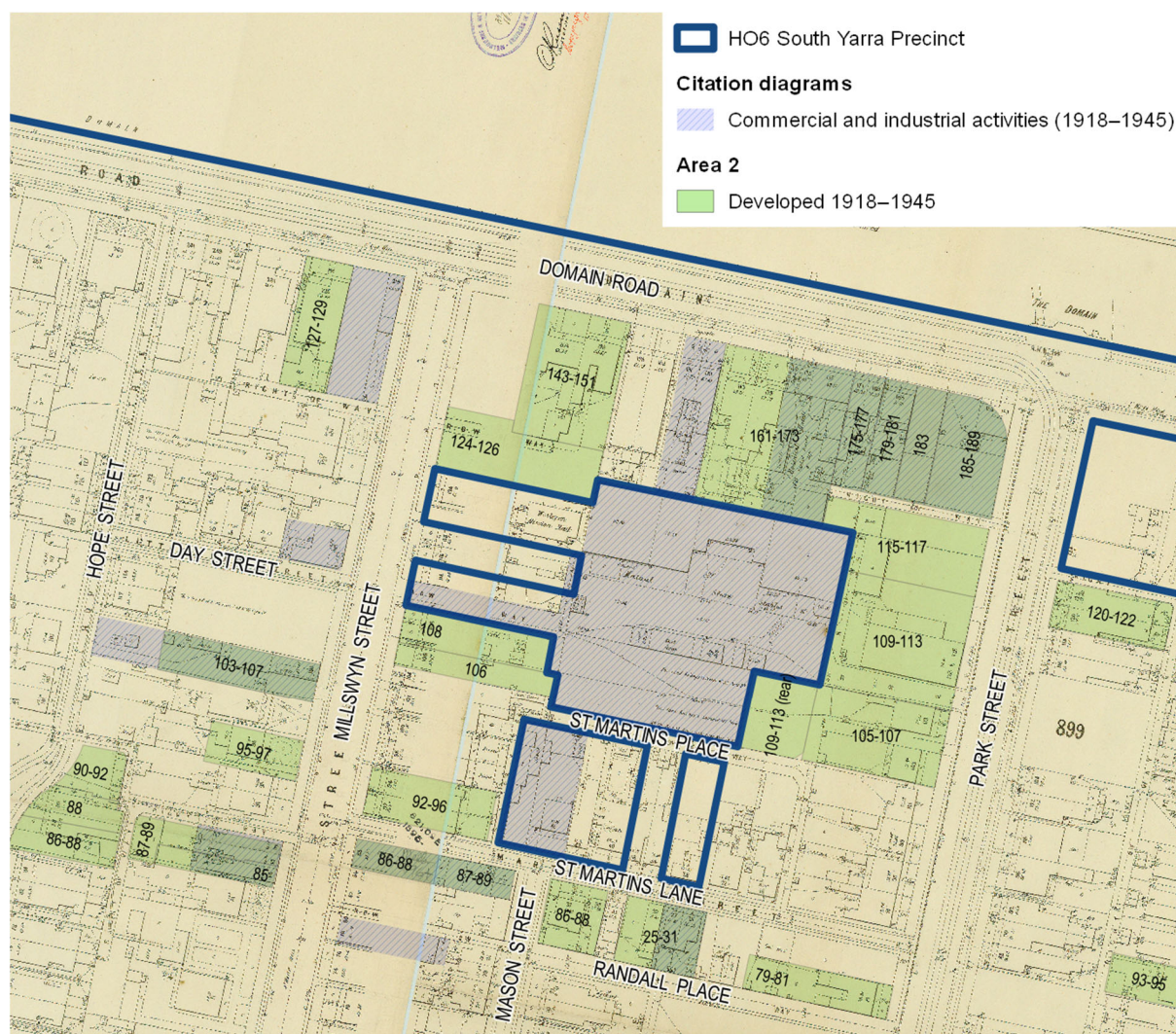


Figure 30. Extract of MMBW Detail Plan No 898, 899 and 900, 1895–96 with GML overlay showing the locations of the interwar period buildings extant today. Hatched in blue are approximate locations of commercial premises that were operating in Millswyn Street, Domain Road, Park Street and St Martin's Place. (Source: State Library Victoria)

### *Community buildings*

In 1900, members of Christ Church, South Yarra, built St Chad's Chapel of Ease at Martin Street (today's 40–42 St Martins Place). Between 1900 and 1929 it was a place of worship on Sundays and an education centre for drama, art and elocution during the week. Brett Randall and Hal Percy, who had formed the Melbourne Little Theatre Company in 1931 with headquarters initially in a kiosk in Fawkner Park, purchased the, by then, disused St Chad's Chapel to house the theatre in 1934 (Colligan and Van Straten 2008). The building was replaced in 1956 by a new theatre built for the Melbourne Little Theatre (later St Martin's Theatre Company).

### *Development: 1945 onwards*

#### *Residential development*

The virtual cessation of residential building, including flats, after wartime controls were instituted in 1941, led to a reluctance by investors to commit funds to rental properties (O'Hanlon 199:248). Against this postwar trend, however, some important flat development occurred in Area 2 after World War II. Construction of blocks of walk-up flats dominated the housing development in the postwar period, with larger-scale developments: Fairlie flats, Domain Park flats and the Millswyn apartments, all assessed as individual heritage places in this Review.

Designed by Yuncken Freeman Brothers, Griffiths & Simpson, Fairlie was built in 1961 by EA Watts Pty Ltd. The nine-storey Modernist block of flats overlooking the Royal Botanic Gardens is one of the earliest luxury high-rise blocks of flats and is an important early example of this building type in Melbourne. Embracing modular design aesthetics, Fairlie is distinguished for its delicate design, restricted palette, and the interplay of light and shadow. Its lightweight ground-floor treatment is also distinct.

Domain Park was constructed in 1960–62 by Civil and Civic Pty Ltd for Lend Lease Development Pty Ltd. The block of 20–storey Modernist own-your-own (OYO) apartments overlooking the Royal Botanic Gardens is another pioneering example of this building type. Domain Park is the only example of high-rise residential building that was built to a design by prominent architect Robin Boyd, who saw the high-rise blocks as an essential solution for accommodating the portion of the population that was concentrated in the city centre. Comprising two 180–foot-high (55m-high) service towers, Domain Park was the tallest residential building in Melbourne at the time of its construction and the first fully air-conditioned high-rise residential building in Australia.

The former Mutual Stores Pty Ltd premises at part 112–118 Millswyn Street were converted in 1978 to residential strata title apartments, designed by architects Andrew Reed & Associates and Gunn Hayball Pty Ltd (*Age*, 21 January 1984:39). The 'Millswyn' complex established in 1979 (today known as 'Millswyn Place') was the first major residential conversion of an industrial building in Melbourne, and one of the first in Australia.

Other fine blocks of postwar flats include the modernist style examples such as:

- Ravendene at 209–211 Domain Road, a 1950 block of flats designed by architects Bernard Evans & Associates (MBAI; CoM building application record).
- 31–37 Millswyn Street, a 1962 block of flats designed by architect Michael [RE](#) Feldhagen (MBAI; CoM building application record).
- 69–77 Park Street, a 1961 block of flats designed by architect Theodore Berman (MBAI; CoM building application record).

Ravendene was built on the side garden of Raveloe, the childhood home of Dame Mabel Brookes (1890–1975). Dame Mabel was an author, historian, social worker and society hostess and was married for 57 years to the well-known tennis player Sir Norman Brooks, who died in 1968. Ravendene was built as ‘own-your-own’ flats, the development evidenced the postwar departure from flat rental to ownership. A newspaper article of the day noted that the first flats of this kind in Melbourne were the ‘Greyfriars’ property in East St Kilda, built in 1942, and that ‘several builders and architects are now considering embarking on similar projects’ (*Herald*, 26 May 1950:13 and 20 January 1951:10). The c1918 red brick wall with buttresses that Harry Emmerton built between his property and the Garden Court flats at 61–67 Marne Street (in Area 3) exists on the eastern boundary of Ravendene (Slater 1987:23).

More recent development (post-1980s) is dispersed around Area 2.

### *Community buildings*

Other important development in this area includes the rebuilding of the Melbourne Little Theatre in St Martins Lane, also assessed as a significant heritage place in this Review. Randall and Percy from the Melbourne Little Theatre Company demolished the St Chad's Chapel of Ease at today's 40–42 St Martins Lane in 1956 and built a new theatre, renaming it St Martin's Theatre Company, which also comprised an acting school. The company operated until 1973, eventually merging with the Melbourne Theatre Company. The acting school produced a number of notable actors (Colligan and Van Straten 2008; Slater 1987:30). The Victorian government purchased the buildings in the mid–1970s. Today, St Martins Youth Arts Centre is housed in the building at 28 St Martins Lane. The complex also comprises Randall Stage (number 44), the Gallery and Irene Mitchell Studio (number 44), and the Millswyn Street Hall (the former Wesleyan Mission Hall) at 120 Millswyn Street.

A large Peppercorn tree (*Schinus molle*) between the former Mutual Stores complex and St Martins Theatre has been recorded by the National Trust of Australia (Vic) on its Register of Significant Trees (Slater 1987:31).

## AREA DESCRIPTION

### *Urban character*

Area 2 is bound by the eastern side of Domain Street to the west, the northern side of Toorak Road to the south, Leopold Street to the east and the southern side of Domain Road to the north. While the area comprises mostly houses and walk-up flats it is distinguished from the other areas of HO6 by having two areas of commercial development and three early hotels within its boundary.

Area 2 comprises the most consistent streetscapes of nineteenth-century building stock in the HO6 Review area, with relatively cohesive streetscapes of Victorian Italianate terraces and detached villas interspersed with some later development. The Victorian Italianate style is characterised by low-pitched hipped roofs, chimneys with a rendered cornice, bracketed eaves (some with raised panels between them), front or return verandahs with slender posts or columns and cast-iron ornament, double-hung sash windows often with sidelights, and four-panelled front doors with raised cricket-bat mouldings.

The wider streets of Domain, Millswyn and Park streets demonstrate the early layout of the area from the 1850s while the narrower streets that run east–west between these streets result from later subdivisions that occurred between 1872 and 1888. Generally, the wider streets contain more substantial free standing and terraced residences, while the narrower streets comprise small single storey workers' cottages. A network of bluestone lanes remains within the area. These include Randall Place, Float Lane, Little Park Street and lanes that run between Park Street and Leopold Street. Of interest are two remnant streetlamp bases, one outside 1–9 Park Street (corner Toorak Road West) and the other outside 19 Park Street (corner Mason Street).

As is the case with all of HO6, development did not stop with the Victorian era and has continued through to the present day. This was brought about largely by the subdivision of larger Victorian-era estates, but also through infill development on previously unbuilt land. As a result, the earlier Victorian layer of development is interspersed with residential houses and flats dating to the Federation, interwar and postwar periods as well as some recent development. This layering of development periods has resulted in the area having a rich combined architectural and streetscape character that is unified by a consistency in building heights, setbacks, overall forms and materiality. This is evident in the wide use of face brickwork, highly articulate patterns of fenestrations and roofscapes of hip and gable roof forms clad with slate or terracotta combined with chimneys and parapets.

All streets have bluestone kerbs and guttering and asphalt footpaths. Narrow grassed nature strips line both sides of Millswyn Street which are planted with mature, largely deciduous trees. Throughout the remainder of the area street plantings are varied and range from young to mature deciduous and evergreen trees mostly planted into the asphalt footpaths. Domain Road, Toorak Road and Park Street all carry trams making them busy thoroughfares within the area. It is noted that the tram along Domain Road and Park Street are currently not running due to the Metro Tunnel works and have been diverted along Toorak Road West. While the tram lines remain the current absence of a tram service along these streets somewhat alters the urban character of these streets.

## Built form: 1849–1901

The earliest permanent development in this area that commenced by 1850 involved the building of workers' houses and grander villas, as well as several early commercial clusters (Figure 31).


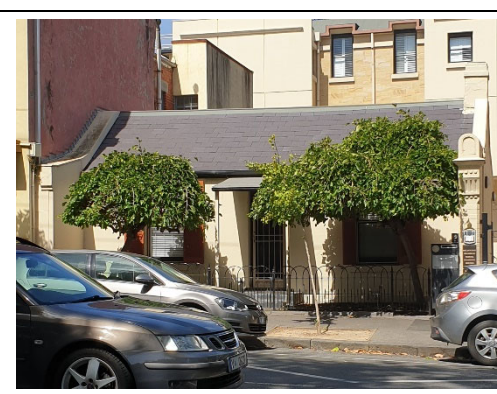



Figure 31. Diagram showing the locations of the buildings developed between 1850 and 1901 in Area 2.

### Residential development

Following the 1849 land sale, residences were subsequently constructed from the early 1850s. Significant 1850s houses within the area are as below.

Table 9. Significant 1850s houses in Area 2.

Place	GML image (2021–22)
<p>148 Domain Street built c1854 is a highly intact two-storey Victorian Rustic Gothic style house that retains its steeply pitched roof with dominant gable, decorative barge boards and brick quoining.</p>	
<p>'Mulberry Cottage' at 142 Domain Street built c1855 is a modest single-storey house with transverse gable roof and minimal detailing.</p>	
<p>A group of three two-storey terrace houses at 119–123 Domain Road built c1855 by Charles Mills, the original owner of Crown Allotment 16. While altered these terraces all retain their original built form with simple parapet and pattern of fenestrations which include six over six timber sash windows.</p>	

From the early 1870s through to the 1890s residential development intensified in the area due to the successive subdivision of the original Crown Allotments. Generally, this development falls into three categories—small single-storey terrace houses that housed servants and tradespeople that serviced the large houses of the wider area; more substantial single and double-storey free standing and terrace houses that housed the burgeoning middle class of the area; and substantial mansion houses.

### *Workers' housing*

The distinctive streetscapes of Hope Street, Mason Street and Leopold Street are characterised by numerous rows of attached and detached single-storey brick cottages. Some examples are also found in Domain Street and Park Street. Built for single owners as investment properties these houses provided cheap, simple accommodation for workers in the area. These houses are typically semi-detached single storey, polychrome or rendered brick pairs with iron friezes across their verandahs, as seen at:

- 78 and 80 Domain Street (1888)
- 47–49 and 51 Hope Street (1884)
- 65–67 and 69–71, 73 and 75–77, 79 and 81–83, and 85 and 87–89 Hope Street (four pairs, 1892)

- 101 and 103 Hope Street (a pair, 1888)
- 16 and 18 Hope Street (c1880s)
- 20 Hope Street (1877)
- 66 and 68, 70 and 72, 74–76 and 78, and 80–82 and 84 Hope Street (four pairs, c1882–89)
- 110–112 and 114 Hope Street (one pair, 1877),
- 24 and 26, 28 and 30, and 32 and 34 Mason Street (three pairs, c1890)
- 56 and 58, 60 and 62, 64 and 66, 68 and 70, 72 and 74, 76 and 78, and 80 and 82 Mason Street (seven pairs of timber and brick houses, 1888–90)
- 84 and 86, 88 and 90, 92 and 94, 96 and 98, and 100 and 102 Leopold Street (five pairs, 1885–86)
- 39 and 41 Leopold Street (1885)
- 58 and 60 Park Street (1896)
- 90 and 92 Park Street (originally row of three, c1880s)
- 116 and 118 Park Street (altered, pre–1896).

Of particular interest is the row of seven pairs of single-storey, single-fronted terrace houses at 56–82 Mason Street. Each pair is separated by a brick party wall and comprises a weatherboard house (north side) with gable roof and scalloped barge boards and turned finial (Victorian Rustic Gothic style) and a Hawthorn brick bichrome (most overpainted) Italianate style house (south side) with hipped roof and bracketed eave. Constructed by builder and developer Charles Coulson, the timber houses were built in 1888 and the brick pairs two years later in 1890.

Other examples of speculative housing development are the rows of four attached workers' cottages at:

- 75, 77, 79 and 81 Mason Street (1891)
- 121, 123 125 and 127 Hope Street (1889)
- 106, 108, 110 and 112 Park Street (1895).

106–112 Park Street demonstrate characteristics of Federation Queen Anne style with gablets (remaining at 110 and 112), terracotta ridge cappings and red brick chimneys.

Single examples of these cottages can also be found throughout the area. Although built as standalone houses these are often built to the property boundaries with neighbouring houses abutting their side walls, as seen at:

- 98 Domain Street (c1870)
- 47 Leopold Street (1884)
- 53 Leopold Street (1884)
- 65 Leopold Street (c1880s)
- 67 Leopold Street (c1880s, altered)
- 118 Hope Street (c1880s)
- 36 Millswyn Street (1875)
- 47 Millswyn Street (1883)
- 34 St Martins Lane (c1900)

### *Housing the middle classes—villas and substantial terrace houses*

Along the wider streets of Domain Street, Millswyn Street, Park Street, Domain Road and Toorak Road nineteenth-century residential development tends to be more substantial. The larger allotments and prominent positions on major thoroughfares attracted a growing number of middle-class purchasers seeking to build larger homes. These houses tend to be either freestanding double-fronted symmetrical or asymmetrical villas or substantial two-storey terrace houses. All exhibit characteristics of the Victorian Italianate style with the earlier examples tending to be more restrained in their details while those built in

the 1880s–90s are elaborately detailed, demonstrating the exuberance and prosperity of the land boom period in Melbourne. Characterised by low-pitched hipped roofs, chimneys with a rendered cornice, bracketed eaves (some with raised panels or swags between them), front or return verandahs with slender posts or columns and cast-iron ornament, double-hung sash windows often with sidelights, and four-panelled front doors with raised cricket-bat mouldings the extant houses of this typology are dotted throughout the area with a particularly fine group of substantial terrace houses to be found along Park Street. Significant houses from the 1870s–90s within the area are as below.

Table 10. Significant 1870s–90s houses in Area 2.

Place	GML image (2021–22)
<p>70–72 Millswyn Street, built in 1864 and subsequently renovated in 1891 possibly by Norman Hitchcock, is a double-fronted single-storey timber house built in 1864 with rendered brick façade added in 1891. The later façade reflects boom architecture of the period with its elaborate balustraded parapet and oversized pediment, bracketed eave separated by floriated embosses and fluted engaged Corinthian pilasters flanking the square topped windows.</p>	
<p>56–62 Millswyn Street, built in 1869–70 to a design by George Raymond Johnson, is a two-storey double-fronted symmetrical Victorian house with hipped slate roof, bracketed eaves, segmental arched windows with expressed voussoirs and double-storey cast iron verandah.</p>	
<p>140 Domain Street comprises multiple buildings from various periods. Two Victorian structures exist on the Domain Road frontage: a two-storey terrace pair (also known as 105 and 107 Domain Road) built in 1883; and a two-storey house (115 Domain Road) built in 1889. These houses were built to a design by Joseph Crook for brass founder George Douglas. The Italianate style houses are distinguished for particularly fine use of rendered detailing complemented by a substantial two-storey decorative verandah as well as early cast iron fences.</p> <p>A two-storey house (111–113 Domain Road) built in 1902 is also part of the same allotment (see the section ‘Built form: 1901–1918’ for further details).</p> <p>Acquired by the Melbourne Grammar School in 1982, the three buildings are now part of the school’s boarding houses.</p>	 <p>(107 and 109 Domain Road)</p>  <p>(115–117 Domain Road)</p>

**Place**

**GML image (2021–22)**

'Raveloe' at 205–207 Domain Road, built in 1884–1885 to a design by Charles Webb, is a restrained Italianate villa with two-storey verandah arcade, finished in ruled render with projecting quoins at corners and mouldings to openings. The verandah is embellished with baroque shields and foliage and on the first floor unusual cast iron panels imitate a carved stone balustrade.



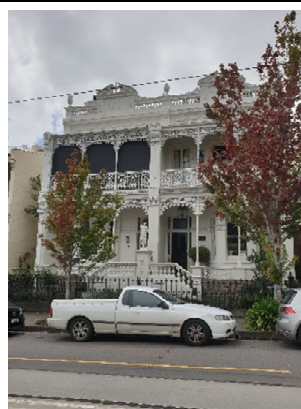
Former 'Goodrest' (also known as Simonds Hall) at 120W–126W Toorak Road was built in 1884 to a design by Walter Buckhurst for his father, property speculator Willam Buckhurst. 'Goodrest' is an ornate Victorian Italianate style two-storey brick (rendered) house with tower. Notable features include the verandah decoration, verandah roof and structure and a high standard of design to the cement rendered surfaces. The render decoration derives from several sources with check key pattern frieze, Byzantine arcading, Victorian vermiculation, rosettes and bunting and Serlian motif windows. A French mansard roof with patterned slates and widow's walk completes the tower.



74–76 Park Street, built in 1885 to a design by Walter Buckhurst, is a pair of two-storey brick (rendered) Victorian Italianate terraces with very fine render work, including foliated panels, urns, acroteria on top of the pediments, parapet balustrade and barley twist columns to the window openings. The cast iron verandah is notable with an **'opera box' box'** bellied balustrade and paired posts.



66 and 68 Park Street, built in 1885–86 to a design by architects Walter Scott, W Buckhurst and Co, are a pair of two-storey brick (rendered) terrace houses that demonstrate typical classical detailing of the Italianate style. The terraces have a balustraded parapet with open triangulated pediments which contain the terraces names in raised letters. The terraces are distinguished by canted bay on the ground floor, key pattern to the iron frieze of the ground floor verandah, unusual use of a baluster balustraded stair to the front verandahs, classical statue (possibly later addition), and acanthus leaves stringcourse work. The cast iron palisade fences are also original.



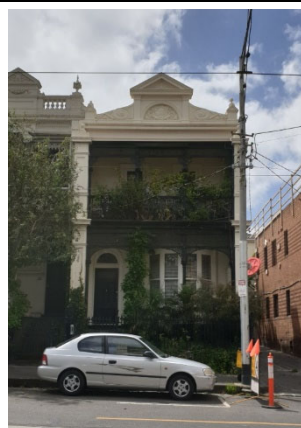
Millswyn at 1–9 Millswyn Street, built in 1886 to a design by William Salway, is a two-storey asymmetrical Victorian Italianate house with hipped slate roof, bracketed eaves, cast iron verandah and canted and square bays and entry portico off Millswyn Street. The house is distinguished by ornate render work including rustication to the ground floor, engaged pilaster with Ionic capitals to the bay window, ornate string course and emboss work to the chimney breast.



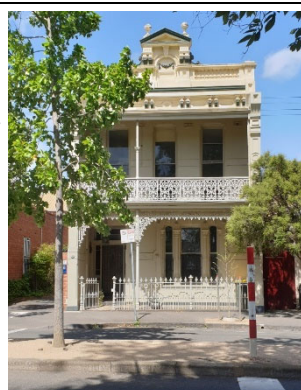
**Place**

**GML image (2021–22)**

18 Park Street, built in 1888 to a design by Reed, Henderson and Smart, is a two-storey brick (rendered) terrace house with restrained classical detailing. There is a large triangular pediment (with inscription of build date 1888) and unusual decorative detailing and cast iron work to the verandah. The bellied balustrade and main posts of the palisade front fence are of particular note.



'Ravenswood' at 124 Domain Street, built in 1889 to a design by Joseph Cook, is a two-storey rendered Victorian Italianate house with both incised and applied ornamentation. The house is distinguished by its particularly fine render work and exuberant details that are representative of a high point of the style.



49 and 51 Park Street, built in 1889 to a design by James W Lockwood, is a pair of rendered Italianate terraces that are four storey in total with full basement and mansard attic. Distinguished by intact cast iron front fence, balustrading, verandah and widow walk (number 51), checkerboard marble paths and bluestone steps. Feature ornate plaster work including a balustraded parapet and pediment, and elaborate eave brackets, Italianate chimneys with chimney pots. The pair is important as the first houses built by developer Elias Cunliff in the street with Cunliff living at No.49 until his death in 1919.



30–34 Park Street, built in 1889 to a design by architect Frederick Williams, is a pair of two-storey rendered Italianate terraces with restrained classical detailing to the parapets with rectangular pediments. The pair feature an unusual deep cast iron frieze and corner brackets to the ground floor verandah, showing some influences from Islamic architecture. The terraces intact iron palisade front fences are also notable. The pair have been combined into a single residence in recent years however they still appear as two houses from the street.

