

Figure 1. Detail of South Melbourne Parish Plan showing the subject site, first purchased from the Crown in 1865. (Source: Public Records Office Victoria)

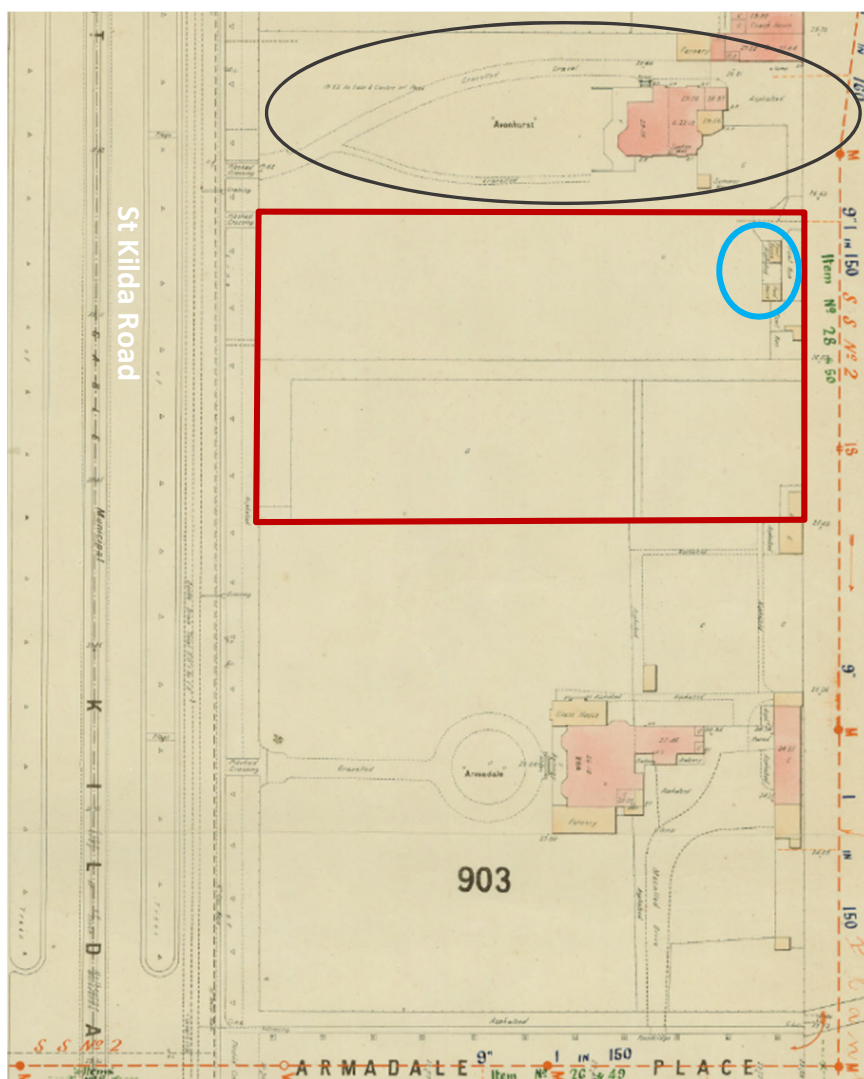


Figure 2. Extract from Melbourne & Metropolitan Board of Works (MMBW) detail plan, 1896, showing fowl houses (circled in blue), Avonhurst (circled in green) and fencing present on the site. The subject site is outlined in red. (Source: MMBW Detail Plan nos 642, 643, 902, 903 and 905, 1896, State Library Victoria)

The subject site comprising Crown Allotments 11 and 12 were developed with the construction of houses in the twentieth century. On Crown Allotment 12, then known as 300 St Kilda Road, a single-storey brick villa was built c1900 for judge Williams who occupied the property until his death in May 1935 (*Herald*, 3 August 1935:1). On Crown Allotment 11, known at the time as 306 St Kilda Road, a villa, Chatsworth, was built c1923 for Mr and Mrs Alfred Kaye (*Jewish Australian Herald*, 26 October 1923:6). St Kilda remained a fashionable address at this time but the opening of the Chevron Hotel in 1934 brought an elevated level of glamour.

In 1935, Crown Allotment 12, now known as 451–453 St Kilda Road, was sold to Kia-Ora Investments Pty Ltd for £7000. Kia-Ora Investments was an investment company owned by the Dixon family, who were food and drink manufacturers. It planned to demolish the house and erect a block of 30 flats, each comprising five rooms. The building was to have two floors at the front and three at the rear. Kia-Ora Investments engaged architect Lewis Levy to prepare the plans (*Argus*, 5 August 1935:8).

In 1936, Kia-Ora Investments purchased the adjoining property, Chatsworth, at Crown Allotment 11, now known as 447–449 St Kilda Road, for £9000, and planned a second block of 30 flats on this site. It appears both Crown Allotment 11 and 12 were amalgamated at this time, and were known as 447-453 St Kilda Road by 1940 (S&Mc). The combined complex came to be known as Kia Ora. Levy's design included a U-shape building with central gardens (*Herald*, 9 May 1936:2). Levy had recently designed Regent Court in Toorak Road, South Yarra (demolished), also for Kia-Ora Investments. He also designed buildings including Glen Dower at 79 Park Street, St Kilda (1926) (Significant in HO444, City of Port Phillip), the corner of Carlisle and Mitchell Street, St Kilda (1929) and The Astor at 326 Beaconsfield Parade, St Kilda (1930) (Significant in HO444, City of Port Phillip) (*Argus*, 5 August 1935:8).

The double block of 60 flats constructed across both lots in 1936 made Kia Ora 'the largest individual group [of flats] in Melbourne' at the time and had a total cost of £80,000 including the land (Figure 3). Two permits for the erection of residential flats were granted on 9 September 1935 (MBAI 16679) and April 1936 (MBAI 17275), both costing £29,000 each. In 1936 a fence was erected (MBAI H1916), and in 1937 an electric sign reading 'Kia Ora' was added to the portico (MBAI 18181).

The flats were designed in the Streamline Moderne style, a style of design that emerged in the 1930s from Art Deco traditions. It was inspired by aerodynamic forms and stripped back the excesses of Art Deco. Key features and details included curved forms, elongated long horizontal lines paired with vertical elements. Restrained ornamentation was also common.

Designed for the rental market, the flats were managed by agents Williams and Company, who were known for undertaking extensive advertising campaigns for new developments. When Kia Ora was nearing completion in 1936, they opened a display flat furnished by Ackman's furniture stores and sent letters to about 50 prospective tenants (O'Hanlon 1999:241).

The flats included appointments and services that made flat living luxurious and attractive to prospective tenants. All flats were to be of modern design and well equipped (*Herald*, 9 May 1936:2).- This included wall panel hydronic heating, walk-in closets and modern kitchens (Gough Partners n.d.). Advertising material stated that the flats were 'beautifully appointed and fitted with the very latest labour-saving devices'. Kitchens and bathrooms were described as 'nicely equipped'. The hot water service and central heating were to be supplied by the owner to the tenants free of charge (O'Hanlon 1999:242).



Figure 3. Photograph of the flats soon after completion in 1936 (Source: *Herald*, 9 May 1936:2)

Block of flats such as Kia Ora were targeted at the luxury rental market. Tenants in professions with stable careers and income were preferred by the owners, however, a small number of artistic people were attracted by the proximity of the flats to the city. John Dixon, founder of the Kia Ora company, is noted as having advised Williams and Company that as a general rule he 'did not like the idea of letting to theatrical people without a lease, as they are only here for a short time' (O'Hanlon 1999:242). At the completion of the second stage of building in early 1937, the weekly rental for the final 30 flats ranged from £2 17s 6d for three small flats to £3 17s 6d for the largest (O'Hanlon 1999:256).

A photograph from the 1950s shows the large scale of the building relative to neighbouring buildings (Figure 4).

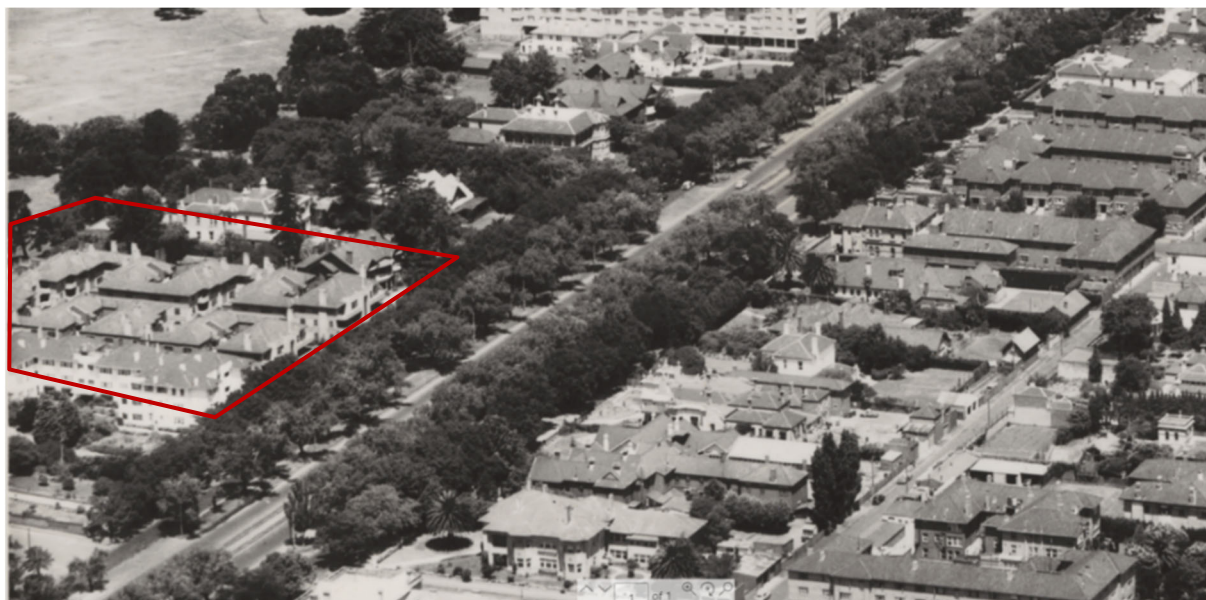


Figure 4. Photograph c1954 showing a portion of Kia Ora (outlined in red), remaining mansions and flat developments along St Kilda Road. (Source: Charles Daniel Pratt between 1950–54, State Library Victoria: John Etkins Collection, Accession No. H2016.33/61)

Photographs dating from 1959 show hedging and some low vegetation within the courtyard garden (Figure 5), and the lettering above the main entrance reading 'Kia Ora' (Figure 6).



Figure 5. Photograph of the Kia Ora flats from St Kilda Road taken by Wolfgang Sievers in 1959. (Source: Wolfgang Sievers 1968, State Library Victoria: Wolfgang Sievers Collection, Accession No. H2001.40/215)



Figure 6. Photograph of the Kia Ora flats taken by Wolfgang Sievers in 1959 showing lettering reading 'Kia Ora'

above the portico. (Source: Wolfgang Sievers 1968, State Library Victoria: Wolfgang Sievers Collection, Accession No. H2001.40/216)

Building permits indicate that alterations to Kia Ora were undertaken during the 1970s. These included alterations to the blocks of flats costing \$150,000 in 1977 (MBAI 48469). Subsequent minor alterations to the laundry facilities, stairs, fire walls and entrance were also undertaken in 1978–79 (MBAI 49664, 49795, 50303).

A series of photographs dating from c1980 (Butler c1980, via Flickr) shows some changes made to the premises after 1959. Additions by c1980 include lamps and external lighting and Silver birch trees. The portico sign reading 'Kia Ora' appears to have disappeared. Paving stones now present on the pathways appear to have been added since c1980.

The Dixon Family and the Kia Ora Company

The Kia Ora company was founded by John Dixon. Originally established at 83 Alfred Street, Prahran, as Prahran Ice and Aerated Water Co, it became known as the OT Cordials company in 1905 (Wilde 1993:153). The company produced signature products such as 'OT', a hot punch. Kia Ora was the company's brand name for their lemonade. By 1911, the company had agents in England, India, South Africa, Singapore, Hong Kong, Japan, Korea and Fiji. The Kia Ora Fruit Juice Company was founded in 1924 and produced orange and lemon cordials. In 1929, the business was sold to a public company and the whole concern operated under the name of Kia-Ora Industries Ltd. Following World War II, the company diversified into tinned food such as baked beans. The Kia-Ora orange drink remained a brand leader in Australia and Britain in the 1950s (Wilde 1993).

Kia-Ora Investments was the investment company of the Dixon family, which amassed a large portfolio of property—particularly flats—in the interwar period in Melbourne. In 1932, managing agents Williams and Company successfully tendered for the rights to manage Trawalla Court, Toorak, owned by Kia-Ora Investments, on the proviso that John Dixon would have the final say in tenant acceptance. By the end of the 1930s, Williams and Company was responsible for five of the company's properties, including Regent Court (Marne Street, South Yarra), Trawalla Court and Kia Ora. It is suggested Kia-Ora Investments held additional properties that were not managed by Williams and Company and are unknown. The income generated by these investments in the 1930s would have been substantial during a period of general austerity (O'Hanlon 1999:255).

SITE DESCRIPTION

Kia Ora at 447–453 St Kilda Road, Melbourne, is a three-storey brick complex of 60 residential flats with Moderne style elements. Kia Ora is located on the eastern side of St Kilda Road, Melbourne, between Slater Street and Armadale Street, and adjoins Fawkner Park to the east.

Kia Ora comprises two symmetrical three-storey blocks of flats, each with its own entrance tower, giving a total of 60 flats joined at the rear. Structured around a central courtyard running east to west, the complex is set back from St Kilda Road. A low brick fence with openings for pedestrians and vehicles lines the St Kilda Road boundary with framing hedging, garden beds and lawn within the property boundary. Connected unit blocks wrap the site, embracing the central courtyard (Figure 7). This symmetrical, broadly U-shaped plan weaves in and out to create smaller pockets of private courtyards and gardens. The wrapped form of the apartment complex maximises opportunities for natural light within the flats and allows for access paths to different parts of the site. There are two driveways at the northern and southern extremities of the site, providing car access to the open carpark at the rear of the building. There are four key pedestrian entrances. Two pedestrian entrances between block number 447 and block number 453 connect to a central paved pathway with concave concrete edging. The paved

pathway passes between the two main blocks and through the gardens, leading to a doorway at the back of the complex that gives access to the carpark at the rear. Two additional access paths sit perpendicular to the central pathway, meeting the main path at roundabout-style junctions.

Constructed of brick, the building features cream rendered walls atop a striped bi-chromatic face brick base that extends from the ground to the base of the lower windowsill. This section of the wall matches the patterning of the front wall. The shallow hipped roof is clad in terracotta tiles. Rendered masonry chimneys extend above the roofline.

The primary (west) elevation, fronting St Kilda Road, is a symmetrical arrangement dominated by the mirrored frontages and main entrances to block number 447 (Figure 8) and block number 453, which sit on either side of the central courtyard. The low face-brick wall features horizontal stripes of contrasting chocolate-brown and cream brick stepping up at the pedestrian and vehicular openings. Each of the street-facing apartment blocks comprises an identical entry sequence. From each main paved entry path, two steps leads into the main entrance bay and front door that sits within the central entrance tower.



Figure 7. Aerial image of the building in 2020 showing block 447 (outlined in orange), block 453 (blue) and the interconnecting element at the rear (red). (Source: Nearmap 2020 with GML overlay)



Figure 8. Western façade, facing St Kilda Road, showing front fence with contrasting face brickwork with horizontal stripe patterning. (Source: GML Heritage 2021)

The prevailing horizontality of the façade is expressed through elements such as the bi-chromatic brick banding on the ground floor balconies, horizontal window glazing bars, and emphatically horizontal decorative detailing of the second and third storey balconies. Together with the dominant vertical detailing of the entrance towers, these counterpointed horizontal and vertical elements define the façade design. A similar interplay of horizontal and vertical elements characterises the architecture of the whole complex.

Each block has a central entrance tower with decorative parapet and flagpole which is a dominant vertical element that extends above the roofline and contrasts with the strong horizontality of the rest of the façade (Figure 9 and Figure 10). Curved wing walls leading to the doorway are decorated with vertical ribbing. The single door is multipaned with gold-coloured numbers above. Decorative Moderne motifs adorn the upper panel of the door. A shallow flat-roofed portico with horizontal ribbing extends from the portico around the building at first floor level. In line with the second and third storeys is a slightly recessed coloured leadlight multipaned window with vertical panes dominant.

Balconies on the ground floor are enclosed with bi-chromatic striped face-brick balustrades with curved corners (Figure 11). The bi-chromatic face brick horizontal banding pattern matches the front wall. Brick balconies on the first and second floors are cream rendered and feature several rows of horizontal ribbing matching columns of the portico (Figure 12).



Figure 9. Entrance to number 453 from outside the St Kilda Road fence. (Source: GML Heritage 2021)



Figure 10. Entrance tower with coloured glass windows. (Source: GML Heritage 2021)



Figure 11. Ground floor balcony brick balustrade. (Source: GML Heritage 2021)

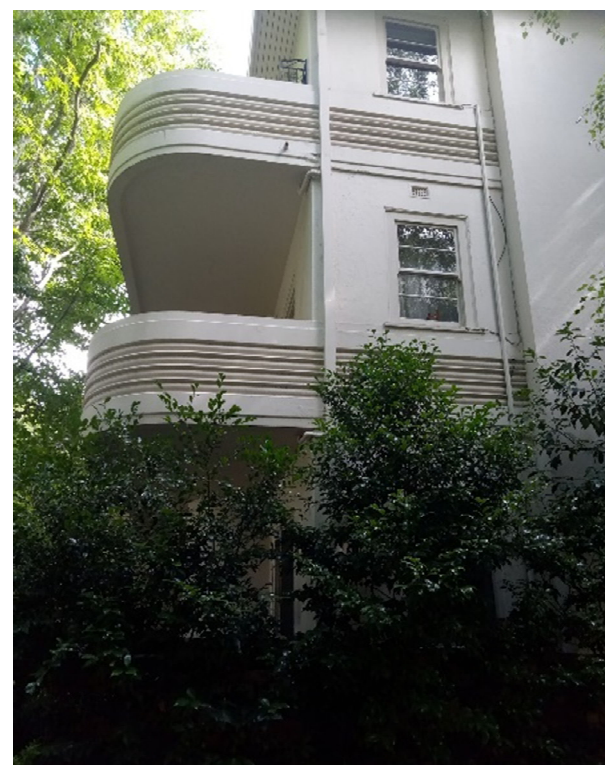


Figure 12. Curved balconies on the second and third floors with string course moulding matching the columns of the portico. (Source: GML Heritage 2021)

The windows exhibit key Moderne details including horizontal glazing lines, leadlight and curved windows. Generally, windows have horizontal glazing bars and are of timber frame construction. The windows along the St Kilda Road façade are double hung. Both double and single-hung windows are found on the other sides of the building (Figure 13). Curved windows follow the curved walls facing into the courtyard and consist of five adjoining aluminium frame windows. Panes in the curved windows include decorative geometric detailing typical of the Moderne style (Figure 13).

The main pedestrian access to the flats is through the two entrance towers fronting St Kilda Road. Entrances to the rear portions of the complex are reached from pathways lying perpendicular to the central pathway. These rear entrances are stylistically different to the front towers. Their horizontal detailing and face brickwork contrasts with the surrounding rendered walls (Figure 16). Double glass doors are centrally located and are bordered in cream render with vertical and horizontal ribbing. The surrounding walls utilise face brick matching the tones of the front wall, with lighter brown brickwork topped with a thick vertical band of chocolate-brown brick.

The doorway leading from the central pathway to the carpark is similar to the St Kilda Road building entrances with curved wing walls and vertical ribbing. The black wrought-iron door appears to be a more recent addition (Figure 17).



Figure 13. Central access pathway looking to the rear (east). Curved windows with decorative geometric details are also evident. (Source: GML Heritage 2021)



Figure 14. Central access pathway and circular junction at the centre of the courtyard. (Source: GML Heritage, 2021)



Figure 15. Central access pathway and circular junction at the rear of the courtyard (east). (Source: GML Heritage 2021)



Figure 16. Brick side entry to rear block at the rear of the courtyard. (Source: GML Heritage 2021)



Figure 17. Recessed bay entrance to the carpark with curved walls featuring vertical ribbing. (Source: GML Heritage 2021)

Geometric Moderne detailing is evident on doors and in glazing strips within curved corner windowpanes (Figure 18 and Figure 19).

The pathways are paved with convex concrete edging that appears to be original. Mown lawns surround the pathway with shrubs and small trees in beds beside the building. Trees are dotted throughout and include silver birches (*Betula pendula*) and three liquidambar (*Liquidambar styraciflua*) at the St Kilda Road frontage. Clipped hedging is present at the front of the building.



Figure 18. Decorative Moderne detailing on window glazing (Source: GML Heritage 2021)



Figure 19. Decorative Moderne motif within the door. (Source: GML Heritage 2021)



Figure 20. Southern side of the building showing the back of the building painted cream without render. (Source: GML Heritage 2021)

INTEGRITY

Kia Ora at 447–453 St Kilda Road, Melbourne, is highly intact to its 1936 construction, with very few changes visible to the original fabric. The building retains its original planning and form as a large, three-storey luxury apartment complex with streamlined Moderne detailing and a central courtyard.

Original details include the form and layout of the central garden courtyard and pathways, including circular junctions surrounded by low-rise rendered walls; the entrance towers with strong vertical detailing and leadlight glass panes; the material combination of rendered walls and bi-chromatic face brick, tiled roof cladding; the bi-chromatic banded low face-brick wall; the curved balconies, walls and windows, roof partially hidden by a parapet and decorative geometric Moderne motifs in doorways and windows. Paint colours appear original.

Changes include the replacement of some windows and alterations to some of the pathway surfaces. The lampposts and lighting on either side of the front doorways appear to be later additions (c1980s) and the 'Kia Ora' electric sign above the main St Kilda Road facing entrance doors has been removed. Changes are minor and do not adversely affect the integrity of the place. Overall, the building has a high level of integrity.

COMPARATIVE ANALYSIS

Flats which comprise a key part of the built environment of the City of Melbourne today, became more common in the area from the interwar period. Interwar flats were designed for a range of demographics, but it was during this period that this style of living became fashionable in the inner suburbs and acceptable to the middle classes. Kia Ora at 447–453 St Kilda Road, Melbourne, was one of the largest luxury flat complexes in the City of Melbourne at the time of its construction. Luxury flats were built in a number of suburbs that were traditionally more affluent, such as South Yarra, Toorak and Albert Park, during the interwar period. Such complexes included spacious flats, often consisting of three or more rooms, well-designed landscape settings and refined architectural detailing.

Interwar flats adopted a range of built form arrangements and architectural styles. At Kia Ora, the Moderne style influence is clear. Moderne architecture, fashionable between the late 1920s and 1930s, favoured geometric built forms, including sheer wall planes, curved corners and copings, and the interweaving of geometric volumes and surfaces. Articulation of forms was achieved through an interplay of horizontal, vertical or diagonal emphasis.

In an investigation of residential flats in Melbourne, Terry Sawyer (Sawyer 1982:84) describes the semi-enclosed flat complex built in the interwar period as an identifiable type, citing Kia Ora; Brookwood Flats at 32 Queens Road, Melbourne (HO335, City of Port Phillip); Bedford Court at 109 Nimmo Street, Middle Park (significant in HO444, City of Port Phillip); and Cairo at 74 Nicholson Street, Fitzroy (HO165, City of Yarra) as key examples. All of these examples, with the exception of Kia Ora, are covered by heritage controls. Two similar blocks of interwar flats surrounding a central courtyard and Moderne style detailing are found in Parkville; Royal Court, 311-321 Royal Parade, Parkville and 283 Royal Parade, Parkville. Neither block is currently listed on the Heritage Overlay.

The following examples in the City of Melbourne, and City of Yarra, are comparable to the Kia Ora flat complex in terms of use, stylistic features, construction date and/or scale.

Marne Close, 12–18 Marne Street, South Yarra (recommended as significant within HO6 South Yarra Precinct in this Review)

Marne Close consists of two three-storey blocks of flats (19 in total) on either side of a garden forecourt, linked by a bridge of brick work. The complex was built by WF and HA Perdix in 1939 to a design by L L W Readand. The building has been overpainted since 1984.



Figure 21. 12–18 Marne Street, South Yarra, built in 1939. (Source: CoMMaps)

Park Towers, 19–29 Adams Street, South Yarra (significant within HO6 South Yarra Precinct)

Park Towers, constructed in 1938, consists of two blocks of three-storey flats mirrored across a central driveway. The stepped plan of the flats maximises the view to the street. Key Moderne details include curved windows and balconies, and horizontal emphasis.



Figure 22. 19–29 Adams Street, South Yarra, built in 1938. (Source: CoMMaps)

16–24 Powlett Street, East Melbourne, 1935 (significant within HO2 East Melbourne & Jolimont Precinct)

This three-storey apartment block was designed and constructed by E Jennings in 1935. The building is rendered brick with a dominant central entry tower rising above roof eave line. Other decorative features include incised banding between the windows.



Figure 23. 16–24 Powlett Street, East Melbourne, built in 1935. (Source: CoMMaps)

Garden Avenue flats including blocks at 2–4 Garden Avenue, 6–12 Garden Avenue, 48–54 Wellington Parade and 29–41 George Street, East Melbourne (significant within HO2 East Melbourne & Jolimont Precinct)

The Garden Avenue Flats include a group of brick flats with Moderne style detailing at 2–4 Garden Avenue and 6 Garden Avenue, East Melbourne.



Figure 24. 2–4 Garden Avenue, East Melbourne, built in 1930. (Source: CoMMaps)



Figure 25. 6 Garden Avenue, East Melbourne, built in 1930. (Source: CoMMaps)

Cairo, 98 Nicholson Street, Fitzroy (VHR H1005; HO185, City of Yarra)

Cairo is a two-storey U-shaped complex of 28 studio and one-bedroom flats built to the design of architect Best Overend in 1935–36. The complex is aesthetically minimal and is an example of Modernist architecture. The complex was constructed of blue clinker brick with projecting curved balconies and was designed to provide maximum amenity in the minimum space for the lowest rent. The flats were complemented by a communal dining room, an in-house meal and laundry service, central heating, garages at the rear and a communal flat roof space.



Figure 26. 98 Nicholson Street, Fitzroy, viewed from Hanover Street, built in 1935–36. (Source: Hermes)

Kia Ora at 447–453 St Kilda Road, Melbourne, is clearly distinguishable from the above examples for its highly articulated three-dimensional form, integration within the landscape and extensive intact Moderne detailing. Kia Ora compares well to the above examples of interwar flats located within Heritage Overlays in the City of Melbourne.

Within South Yarra, Kia Ora compares well to other examples of interwar flats. It compares well to other highly refined examples of Moderne interwar flats such as Marne Close, 12–18 Marne Street (recommended as significant within HO6) and Park Towers, 19–29 Adams Street (significant within HO6). Marne Close is comparable as a semi-enclosed courtyard flat complex with strong horizontal emphasis provided by brickwork banding, horizontal glazing bars, corbeled eaves details and cantilevered balconies with rounded corners. In comparison to Marne Close, Kia Ora features a more detailed architectural form that interlocks with the courtyard areas to create a more intricate hierarchy of public and semi-public garden spaces.

Similarly, Kia Ora compares well to the examples of Moderne style interwar flats found in East Melbourne and Parkville listed above. However, Kia Ora is superior in scale, compositional resolution of vertical and horizontal massing, and fineness of detail. Overall, it evidences a more dynamic and highly refined design. With its use of material contrasts and extensive decorative detailing it is more aesthetically striking than the East Melbourne examples. While similar in terms of Moderne detailing, Kia Ora has a more highly articulated form than these examples.

Cairo (VHR H1005; HO185, City of Yarra), at 98 Nicholson Street, Fitzroy, compares well with Kia Ora in terms of its semi-enclosed courtyard form and Moderne style architectural detailing. However, where the Cairo flats consist of stripped-back studio and one bedroom flats surrounding a courtyard, Kia Ora targets a different demographic, with larger flats, a higher degree of luxury, and a more refined design and elaborate Moderne detailing.

Kia Ora at 447–453 St Kilda Road, Melbourne, is a highly intact surviving example of a Moderne style interwar flat complex designed for the luxury end of the market. The complex is substantial in scale and notable for the integration of landscape and built elements, showcasing the emerging design principles of the time, as well as refined Moderne detailing.

ASSESSMENT AGAINST CRITERIA

CRITERION A

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

CRITERION B

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

CRITERION C

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

CRITERION D

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

CRITERION E

- ✓ Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
-

CRITERION F

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

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).
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RECOMMENDATIONS

Recommend inclusion of 447–453 St Kilda Road, Melbourne, in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individual heritage place.

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

Melbourne Planning Scheme

EXTERNAL PAINT CONTROLS	Yes
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

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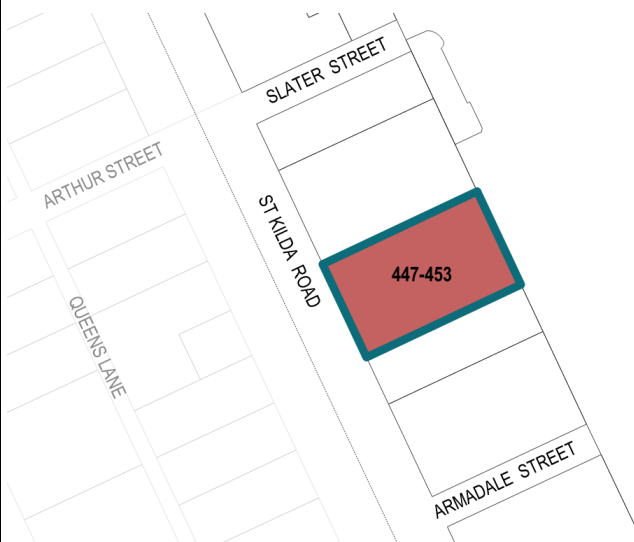
PREVIOUS STUDIES

South Yarra Conservation Study 1985 C

STATEMENT OF SIGNIFICANCE

Heritage Place: Kia Ora

PS ref no: ~~HOxxx~~HO1412



What is significant?

Kia Ora at 447–453 St Kilda Road, Melbourne, built in 1936, is significant.

Elements that contribute to the significance of the place include (but are not limited to) the:

- original built form, wrapping around the central courtyard, paths and garden
- rendered bi-chromatic face-brick foundations, rendered brickwork upper walls, and original fenestrations
- shallow hipped roof
- original Moderne elements and detailing, including the vertical towers at the front entrances, face-brick secondary entrances, curved-cornered balconies and corner windows, strong vertical and horizontal compositional emphasis and detailing, and geometric Moderne detailing to windows and doors
- original bi-chromatic face-brick front fence on St Kilda Road, including integrated garden beds and letter boxes

- path and garden layout, and garden setting, in the central courtyard.

More recent changes, including replacement windows and plantings, are not significant.

More recent tree plantings contribute to the garden setting of the place but are not significant in their own right.

How is it significant?

Kia Ora at 447–453 St Kilda Road, Melbourne, is of local historical, representative, aesthetic and associative significance to the City of Melbourne.

Why is it significant?

Kia Ora is historically significant as an early surviving example of luxury flat complexes designed in the Moderne style in the interwar period. Designed in 1936 by Lewis Levy for Kia-Ora Investments, the complex of flats, comprising two mirrored blocks of 30 flats each, joined at the rear and wrapping around a central courtyard, was the largest block in Melbourne at the time of its construction. It is notable as an example of a new typology that emerged in the interwar period in Melbourne—the low-rise flat complex with incorporated courtyard areas. It is also notable for its siting within the St Kilda Road corridor, highlighting the prestige associated with a St Kilda Road address at the time. Kia Ora is a remaining example reflecting a key period in the development of high-density living in Melbourne before the emergence of high-rise apartment construction. (Criterion A)

Kia Ora has representative significance as a highly intact well-designed and well-appointed luxury low-rise flat complex from the interwar period. The gardens, carparking and generous floorplans are key identifying features of such complexes. The integration of the courtyard and built elements demonstrate emerging interwar design ambitions to maximise light to individual flats. This reflects the growing social awareness of the health benefits of sunshine in the 1930s. Kia Ora is also notable for its ongoing use as residential flats. (Criterion D)

Kia Ora is significant aesthetically for its integrated planning of built form and landscaping, its strong three-dimensional composition which counterpoints horizontal and vertical massing and elements and refined use of Moderne detailing. Key Moderne details include the dominant entrance towers, curved-cornered balconies, and detailing on walls and windows (such as horizontal glazing). The cream rendered walls and banded bi-chromatic brick fence and matching foundations are also significant. Decorative geometric Moderne details to doors and windows further enhance the design. (Criterion E)

Kia Ora is significant for its association with the Dixon family of Kia-Ora Investments, a major cordial and food processing company, which is also the building's namesake. (Criterion H)

Primary source

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

SITE NAME: Sheridan Close
STREET ADDRESS: 485–491 St Kilda Road, Melbourne
PROPERTY ID: 108640



SURVEY DATE:	January 2021	SURVEY BY:	GML Heritage
PLACE TYPE:	Individual Heritage Place	EXISTING HERITAGE OVERLAY:	No
PROPOSED CATEGORY:	Significant	FORMER GRADE:	Ungraded
DESIGNER / ARCHITECT / ARTIST:	Sir Bernard Evans	BUILDER:	Prentice Builders
DEVELOPMENT PERIOD:	Postwar Period (1945–1975)	DATE OF CREATION / MAJOR CONSTRUCTION:	1950–53

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	6.3 Flats, maisonettes, duplexes 6.4 Postwar residential development

RECOMMENDATIONS

Recommend inclusion of 485–491 St Kilda Road, Melbourne, in the Schedule to the Heritage Overlay of the Melbourne Planning Scheme as an individual Heritage place.

Extent of overlay: Refer to map.

SUMMARY

Designed by prominent architect Bernard Evans in 1950, Sheridan Close was constructed in 1951–53 by Prentice Builders for Sheridan Close Pty Ltd, a company chaired by F R Lee. Structured around a central courtyard, the four-storey complex of flats overlooking St Kilda Road is an early example of the strata-titled apartment typology pioneered by Evans, predating the enactment of the *Strata Titles Act 1967*. On completion, the building was described as ‘by far the largest block of self-owned flats yet built in Melbourne’. The architectural detailing displays the influences of earlier styles including the Moderne and classicism. This stylistic hybrid reflects postwar social ambitions for luxury living and the stylistic transition towards Modernism.

HISTORICAL CONTEXT

Flats in Melbourne

The first purpose-built block of flats in Melbourne, Melbourne Mansions, was built in Collins Street, in 1906. From the 1910s, medium-density housing such as bachelor flats, maisonettes and cooperative developments were popular in Melbourne. Several blocks were constructed prior to World War I, including Fawkner Mansions in South Yarra; Whitehall in Bank Place, Melbourne; and Cliveden Mansions in East Melbourne (O’Hanlon 2008).

During the interwar period, the blocks of flats constructed were mostly along St Kilda Road and Queens Road, as well as in South Yarra, Toorak, East Melbourne, Hawthorn, St Kilda and Parkville. Blocks of flats were mostly low rise, with two or three storeys, and were typically let, making them a form of investment in the aftermath of the economic downturn (O’Hanlon 2008). While flats were favoured by single people or young couples, it also became fashionable for the middle-income families in Toorak and South Yarra (Context 2009:145). Some examples in Marne Street and Toorak Road West, South Yarra, were spacious and designed for families. The economic downturn made it unfeasible for many to run a grand home on a large estate, and by the 1930s many large older residences in Melbourne had been divided into flats.

The self-ownership, or ‘own-your-own’ (OYO), model came about at the end of the 1940s, in response to the problem of inflated building costs, which prevented economic return on investment in flats for rent (*Construction*, 21 April 1954:32). The OYO flats built in Hawthorn in 1949 and Stanhill in Queens Road, Melbourne (1945–50), both designed by Frederick Romberg, were pioneering examples of modern flats and they introduced the model of owner-occupied flats to Melbourne in the postwar period (Heritage Alliance 2008:23).

The fact that Melbourne’s population was concentrated near the city centre contributed to the development of larger and taller blocks in inner suburbs in the postwar period. As Robin Boyd had pointed out, high-rise residential development was considered a solution for the increased density around the city centre (Serle 1996: Chapter 11). Another leading promoter of ‘self-ownership’ flats was Sir Bernard Evans (an architect, and lord mayor of Melbourne in 1959–61), who campaigned for apartment buildings in the city and the subsequent introduction of strata title legislation (Butler-Bowden and Pickett 2007:114).

SITE HISTORY

The place occupies the traditional Country of the Bunurong people. The land at 485–491 St Kilda Road, Melbourne, is located on Crown Allotments 20 and 21 in the Parish of Melbourne South, and is flanked by St Kilda Road to the west and Fawkner Park to the east.

From the late 1830s the area bounded by St Kilda Road, High Street and Punt Road was used for grazing. In 1862 the Victorian Government decided to establish a public park (to become Fawkner Park) of about 100 acres between Toorak and Commercial Roads with the intention of selling the strips of land fronting Toorak Road as building allotments. However, surrounding local councils, led by City of Melbourne town clerk Edmund Fitzgibbon, strongly objected to this alienation of land by the Victorian Government, and considerable dispute ensued. The resolution was that strips of land along the eastern side of St Kilda Road and the western side of Punt Road could be sold for private building purposes. A condition was that on individual sites of not less than three-quarters of an acre, only large villas were to be erected. In February 1864, an area of 102.5 acres was gazetted as permanently reserved parkland, creating Fawkner Park. The strip of land along the eastern side of St Kilda Road, between Toorak Road

and Moubray Street, was subdivided and sold in 38 lots in November and December 1865 (Gould 1985:5).

Both allotments 20 and 21 were purchased by GB Lewis in 1865 (Figure 1).

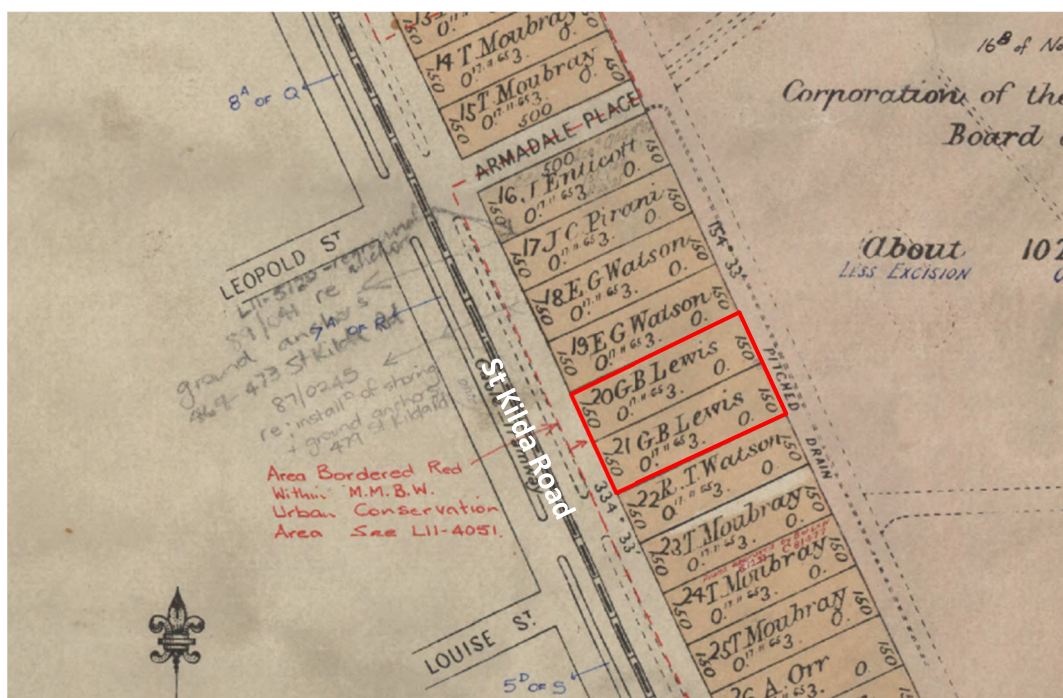


Figure 1. Detail of Parish Plan showing Crown Allotments 20 and 21 which comprise the subject site outlined in red. (Source: Melbourne South Parish Plan, Public Records Office Victoria VPRS 16171)

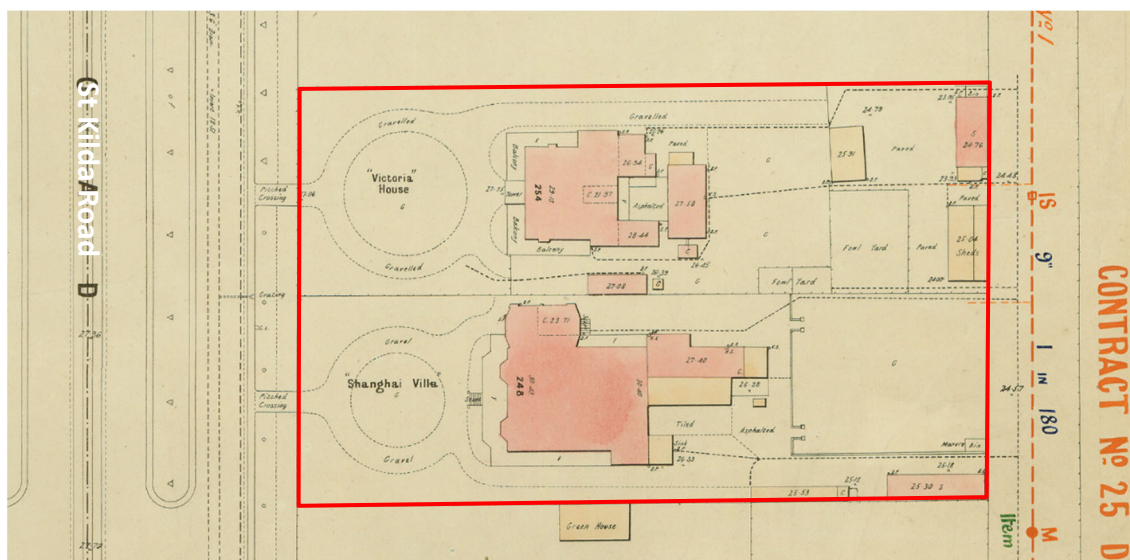


Figure 2. An extract of a Melbourne & Metropolitan Board of Works Detail Plan, dated to 1896, showing two villas with gravelled turning circles. (Source: MMBW Detail Plan nos 642, 643, 902, 903 and 905, 1896, State Library Victoria)

An MMBW Detail Plan, dated 1896, shows two villas both with circular driveways on the subject site. Victoria House occupies 485 St Kilda Road and Shanghai Villa occupies 487–9 St Kilda Road (Figure 2). Shanghai Villa was designed by architect Peter Thomas Conlon for George B Lewis and constructed from 1865–70. Victoria House, owned and occupied by J R Murphy between c1872–1885, was

constructed c1872 (architect unknown). Architect William Pritchard was responsible for the 1884 alterations (Lewis, Melbourne Mansions Database; *Argus*, 16 January 1884:3).

In 1950, the neighbouring mansions Victoria House and Shanghai Villa were occupied by Jeremiah Carrigan, merchant (489 St Kilda Road) and Henrietta Merrix (491 St Kilda Road) (S&Mc 1950). Later that year the site, with a combined land area measuring 198 feet by 330 feet, was purchased by 'Sheriden [sic] Close Pty Ltd' as a site for the Sheridan Close flat development. By the 1950s, there was a growing trend towards the displacement of old mansions by large modern blocks of flats (*Argus*, 20 May 1953:2). In 1951, the City Council bylaw that had limited development in the St Kilda Road area to three storeys was amended allowing the four-storey development (*Herald*, 29 November 1952:11). The initial proposal included 76 dwelling units distributed over three floors above undercroft carparking on the north, east and south sides. The configuration included 12 four bedroom, 44 two-bedroom, and 20 one-bedroom flats. The early design ambition was described in 1950 by the following statement: 'All will be grouped around a large central court and are planned so that they will receive sunlight' (*Argus*, 27 October 1950:7). Construction was planned to occur in sections, beginning on the site of Victoria House (*Argus*, 27 October 1950:7).

Following the purchase of the land, agent Mr G M Hume, conducted the 'biggest demolition auction sale since the war' for the two adjoining properties which included 150,000 bricks, large quantities of Oregon, flooring slates, cedar stairways, marble mantelpieces and piping (*Age*, 15 November 1950:7).

The Sheridan Close project, comprising plans for a block of 78 flats, was launched in 1951 following the self-ownership, or Own-Your-Own (OYO), principle (Figure 3). A keen proponent of OYO, Bernard Evans, with his practice Bernard Evans and Associates, was the architect with Carolan and Co, and George M Hume and Co as joint managing agents. Together this group formed a cooperative company, Sheridan Close Pty Ltd, which was chaired by F R Lee (*Herald*, 20 January 1951:10). The group is noted for introducing the OYO cooperative ownership model to Melbourne having first built Greyfriars, Balaclava Road, East St Kilda, followed by Ravendene Domain Road, South Yarra; Merton Court, Ormond Road, Elwood; Sheridan Close; and Elizabeth Court, Queen's Road, Melbourne (*Age*, 22 January 1953:7, *Herald*, 4 September 1953:10). For each project, the cooperative formed a new company named after the building and chaired by F R Lee.

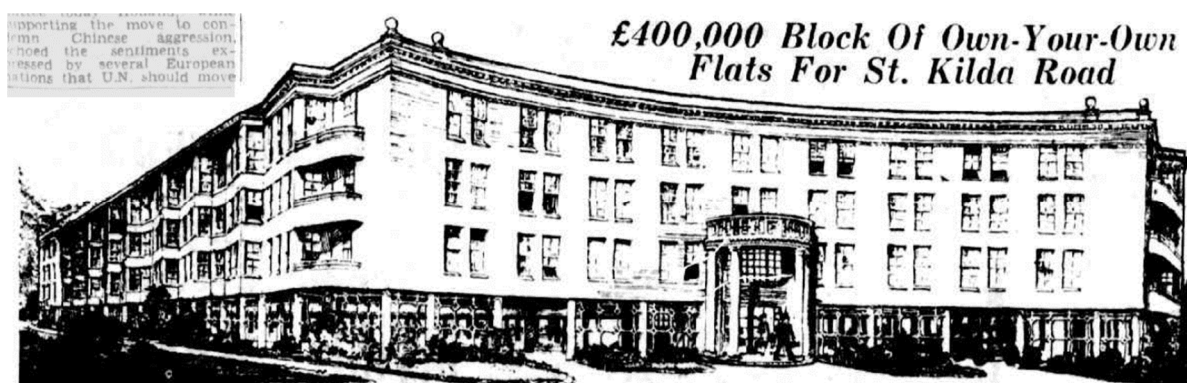


Figure 3. An early image of a design for Sheridan Close prior to construction. (Source: *Herald*, 20 January 1951:1)

Construction of Sheridan Close was undertaken by Prentice Builders Pty Ltd and completed in 1953. Prentice Builders were also responsible for the construction of the Baillieu Library at the University of Melbourne, the Brighton municipal offices and the re-developed Prahran Market. The total building cost was £500,000. The cost of each flat to the original owners varied according to its size and position (*Herald*, 15 May 1953:9). Managing agents George M Hume Pty Ltd and Carolan and Co, were responsible for selling the flats.

By February 1951, 68 of the 76 luxury flats had been ‘snapped up’ by prospective owner-occupiers. Prices ranged from £3,670 for one-bedroom, to £4,900–£6,700 for two-bedrooms and £7,400–£8,000 for three-bedrooms (*Master Builder’s Federation of Australia*, 24 February 1951:34).

The building was constructed with coloured Glen Iris oatmeal bricks. The north and south elevations were built in ‘echelon design’, a serrated or stepped design maximising opportunities for light and giving a view of St Kilda Road to every flat. The flats at the rear of the complex provided views over Fawkner Park. (*Herald*, 15 May 1953:9).

In 1953 the building was described as follows:

‘Regency façade with shallow concave curve. Pillar-to-first-floor base in the style established by Charles le Corbusier [sic]. Two frontages. Three storied building of coloured Glen Iris oatmeal bricks built in echelon design on the north and south elevations giving every flat view of St Kilda Road. Waist high brick balustrades laid in lattice pattern protect the galleries which provide access to the flats. Terra cotta red roof. Access to and from the pillared car space is by a broad oval drive, following the line of the galleries and enlacing a central courtyard garden. (Herald, 15 May 1953:9).

The raising of the building on pillars created an open undercroft that enabled every flat to have individual off-street covered parking without additional costs.

The original plan was modified by the addition of a ‘crown’ topping the front façade. This provided a professional suite with 3000 square feet floorspace and access to a roof garden (*Herald*, 15 May 1953:9).

Original services included continuous hot water from oil fired boilers, built-in refrigeration, a waste disposal unit in every kitchen sink and ‘kernerators’ at strategic points to dispose of all combustible refuse. Heating was by open fires in a few cases, but generally by gas and electricity. All bathrooms and kitchens had rubber tiled floors in a variety of colours. Internal painting was mostly in pastel shades and plastic venetian blinds were fitted throughout. There was an automatic lift and machine equipped laundry blocks also featured. Internal decorations and fittings were largely at the owners’ discretion (*Herald*, 15 May 1953:9).

On completion, the building was described as ‘by far the largest block of self-owned flats yet built in Melbourne’ (*Herald*, 15 May 1953:9) (Figure 4 and Figure 5).



Figure 4. Sketch of the completed Sheridan Close prior to residents moving in in 1953. (Source: *Herald*, 15 May 1953:9)

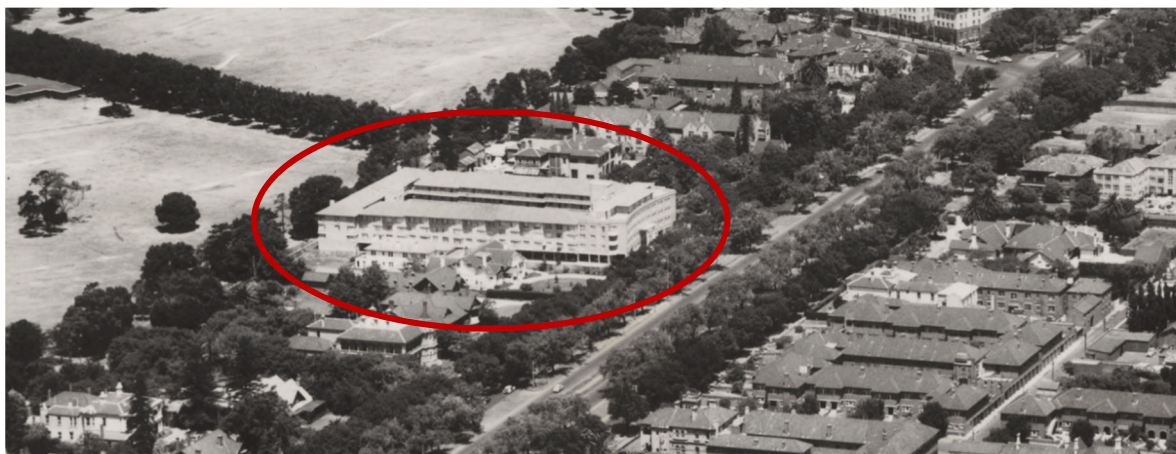


Figure 5. Photograph c1954 showing the dominance of Sheridan Close, some remaining mansions and low-rise flat developments along St Kilda Road. Photographed by Charles Daniel Pratt. (Source: State Library Victoria, Accession No. H2016.33/61)

Building permits indicate further alterations undertaken during the 1980s and 1990s. The original ~~brick metal~~ balustrades of the open balconies of the courtyard were ~~as~~ demolished and aluminium balustrade installed (BP 50135 17 March 1983), old windows on the first, second and third floors were replaced (BP 60800 14 March 1986), and other minor internal alterations were undertaken.

Historic photographs suggest the entrance portico and columns were painted a blue-grey in c2019–2020 (Google Streetview).

Sir Bernard Evans, architect

Sir Bernard Evans (1905–1981) was an architect, Melbourne city councillor for the Gipps Ward (1949–73), twice elected lord mayor of Melbourne (1959, 1960), and an army officer. The introduction of the large blocks of strata-titled flats typology to Melbourne (preceding the strata-titled legislation that developed in the late 1960s) is largely attributed to Evans (Heritage Alliance 2008:104).

Evans began his architectural education studying architectural drawing at the Working Men's College (now RMIT University) at night whilst working for his father and then as a builder for Box Hill timber merchant, Albert Weston. In 1928, he established Hampton Timber & Hardware Pty Ltd and the Premier Building Co. Pty Ltd. Early architectural works included villas at Brighton and Hampton and the design and supervision of the construction of houses for the State Savings Bank of Victoria, and hospitals for the Victorian Bush Nursing Association. During the Depression, Evans and his father moved to Perth and worked for the mining magnate Claude Albo de Bernales. With backing from de Bernales, Evans was replacing run-down mansions with flats in the Moderne or period revival style by 1935. Following military service, which included overseas deployment to the Middle East engaging in the defence of Tobruk, Libya in 1941; the Battle of El Alamein, Egypt in 1942; training in Australia and the capture of Lae, New Guinea, in 1943, Evans was relieved of his command, and then transferred to the Reserve of Officers as an honorary brigadier in 1945. Returning to civilian life, his architectural practice Bernard Evans & Associates became one of Victoria's largest architectural firms. The firm developed shared-ownership buildings and the 'own-your-own' concept in flats. Notable buildings included major office buildings such as AMPOL House, Carlton; the CRA Building; and the Legal and General Assurance buildings in Collins Street. Notable residential flat buildings include Emerald Hill Court, South Melbourne; Greysfriars, St Kilda; and Brookwood Flats, Melbourne. The company was also responsible for large subdivisions such as Witchwood Close, South Yarra, and industrial estates in Moorabbin (Goad and Willis:237, Dunstan 2007). Evans advocated for taller buildings and greater residential habitation in the

city following European city models, and for greater open space and new buildings to be set back from the street (Dunstan 2007).

In 1962, Evans was knighted and in 1971 appointed to the Order of the Star of Italian Solidarity in 1971 (Dunstan 2007).

SITE DESCRIPTION

'Sheridan Close' at 485–491 St Kilda Road, Melbourne, is a four-storey postwar complex of 78 flats located on the eastern side of St Kilda Road about halfway between Armadale Street and Commercial Road. The site slopes away to Fawkner Park to the east.

Structured around a central courtyard, the building is composed of four connected blocks with a slightly trapezoidal footprint. The alignment of the north and south blocks is splayed, widening to the rear of the block. This arrangement, coupled with the serrated design on the outer northern and southern elevations provides individual flats with a view to St Kilda Road to the west (Figure 6). Two stairwell towers protrude into the central courtyard at the eastern and western ends. The arrangement of the complex around an enclosed trapezoidal courtyard illustrates the exclusivity of the complex and harks back to the planning model of European piazzas.



Figure 6. Aerial image showing the building footprint and layout. (Source: Nearmap 2019)

The four-storey complex is constructed in oatmeal coloured brick. A fifth storey flat roofed penthouse sits atop the western block fronting St Kilda Road. The northern, eastern and southern blocks have exposed low hipped roofs clad in red terracotta tiles and the eaves overhang the outer northern and southern sides. These three blocks feature three storeys of flats cantilevered above the open arrangement of ground floor pillars that provide access to undercroft carparking. The roof line and floor plates of the northern and southern blocks have three level changes that follow the topography of the site as it falls to the east.

A driveway leads from St Kilda Road along both north and south boundaries of the site and to each of the two porte-cochères leading through the building into the central courtyard. At the rear (east) of the building is a private gated access to Fawkner Park.

The complex is a stylistic hybrid showcasing elements and detailing associated with Georgian Revival, Classical, Moderne and Modernist design styles.

The primary (western) elevation, fronting St Kilda Road, expresses grandeur and conservatism in its presentation to the public domain reflecting influences of Georgian revival and classical styles (Figure 7). The façade of the lower four storeys has a shallow concave curve and is of face brick construction. It is symmetrical with regular fenestration. Windows are multipaned with cream framing and of proportions typically seen in Georgian Revival style. Ground floor wooden framed windows are full height with nine panes in each half. Windows on the fourth, third and second floor have 12 panes. Some window frames appear to have been replaced. Windows on the fifth storey are larger than those below with single panes and have aluminium frames. Decorative horizontal brickwork coursework is located above the fourth-floor window line of the façade and extends around the corner to the north and south façades. A fifth, recessed attic storey is located above the main façade. It has a straight façade, a flat concrete roof and is surrounded by a rooftop patio edged with a metal balustrade.



Figure 7. Western elevation from the south eastern corner on St Kilda Road showing Georgian façade and the three curved balconies. (Source: GML Heritage 2021)



Figure 8. Main entrance and portico with signage fronting St Kilda Road. (Source: GML Heritage 2021)

The central entrance fronting St Kilda Road features a substantial double-storey portico with two pairs of double-storey columns on either side with recent overpainting (post-2015) (CoMMMaps). This contrasts with the other parts of the building painted oatmeal such as the balconies (Figure 7). Signage on the flat-roofed portico reads ‘Sheridan Close’ (Figure 8). Single-storey double glass doors surrounded by glass windows mark the entry. The building name ‘Sheridan Close’ adorns the glass above the door. Lantern style lighting is present along the front façade.

Three curved open rendered balconies sit at the recesses at each end of the façade on the first, second and third floors (Figure 7). The balconies are topped with painted metal railing and feature uniformly spaced horizontal ribbing. These are the only private balconies within the building. With their curved form and streamlined horizontal detailing they are typical of the Moderne style and signal a transition to Modernist detailing along the north and south side elevations of the complex and within the internal parts of the building.

Windows along the outer serrated north and south façades maximise light and views to St Kilda Road. Both form and function here reflect a typically Modernist emphasis on the value of natural light. The

windows are slightly recessed, with aluminium frames and asymmetrical mullions, and include corner windows. Side central window panes open outwards (Figure 9 and Figure 10).



Figure 9. Windows along the serrated southern sides. (Source: GML Heritage 2021)



Figure 10. Windows along the serrated southern side. (Source: GML Heritage 2021)

The open undercroft carparking between the round pillars supporting the building can be accessed from the driveways and the inner courtyard. The pillars and roof are painted in an oatmeal colour (Figure 11).



Figure 11. Cantilever from pillar to first floor base on the southern side. (Source: GML Heritage 2021)



Figure 12. Metal balustrade to galleries above pillar to first floor base. (Source: GML Heritage 2021)

Beyond the grand St Kilda Road façade is the internal courtyard which provides direct access to the apartments and car parking. Open balconies with low metal balustrades line the internal walls of the

courtyard at each floor connecting to the stairwells and allowing access to individual apartments (Figure 12 and Figure 13. View across the internal courtyard and galleries and stairwell. (Source: GML Heritage 2021). Where there is a level change along the northern and southern blocks, several steps allow for this. Apartment doors and windows display various patterned metal front doors reflecting the choices of individual owners.



Figure 13. View across the internal courtyard and galleries and stairwell. (Source: GML Heritage 2021)

The complex includes four stairwells, two enclosed within glazed brick towers, and two embedded within the northern and southern blocks. The two towers protrude into the inner central courtyard on the eastern and western sides. The western stairwell (Figure 14) has curved corners, extends above the roof level and houses a lift. Centralised glazing with horizontal banding extends the full length of the wall facing into the courtyard. These details are typical Moderne design motifs. The eastern stairwell (Figure 15) has right angled corners and similar truncated centralised glazing but is more embedded within its adjoining block. Both stairwell towers include protruding vertical strips of brickwork emphasising the verticality.

Other access doorways (Figure 16 and Figure 17) are constructed with varying materials. Openings appear original however many doors are likely to have been added later.

Several garages with cream painted aluminium roller doors are present at the eastern and western ends of the building. Roller doors do not appear to be original and are of varying ages (Figure 18).

Accents of art-deco detailing appear on signage within the complex but may not be original (Figure 19).

A slightly raised oval-shaped garden sits within the enclosed central courtyard of the building with volcanic rock edging (Figure 23). A garden bed lines the perimeter of the garden and features roses and other small shrubs. Several deciduous trees are dotted across the lawn. Two lampposts on square concrete foot pads sit at each end of the courtyard garden (east and west) (Figure 20), a fountain sits in the centre (Figure 21) and a path of stepping stones traverses the centre (Figure 22). These elements appear to be early features. Garden furniture such as bench seating is also present.



Figure 14. Stairwell at the western end extending above the main building and housing a lift. (Source: GML Heritage 2021)



Figure 15. Stairwell at the eastern end of the courtyard. (Source: GML Heritage 2021)



Figure 16. Double doorway. (Source: GML Heritage 2021)



Figure 17. Doorway to bike room. (Source: GML Heritage 2021)



Figure 18. Garages facing into the inner courtyard. (Source: GML Heritage 2021)



Figure 19. Signage beside the stairwell in art-deco detailing. (Source: GML Heritage 2021)



Figure 20. Lamppost in the central courtyard. (Source: GML Heritage 2021)



Figure 21. Fountain within the central courtyard. (Source: GML Heritage 2021)



Figure 22. Stepping stones within the central courtyard. (Source: GML Heritage 2021)



Figure 23. Central oval courtyard. (Source: GML Heritage 2021)

INTEGRITY

Sheridan Close at 485–491 St Kilda Road, Melbourne, is generally intact to its construction in 1950–53 with few changes visible. The building retains the original form surrounding the central courtyard, its distinctive concave St Kilda Road façade and stepped façades to the north and south façades as well as its oatmeal brick materiality. Other key original elements include Georgian proportions and windows to

primary façade, classical entrance portico and columns, inner courtyard garden layout and volcanic rock edging, and Modernist details such as metal-framed glazing, serrated design, open ground floor pillars and undercroft carparking.

Later changes include [demolition of the brick balustrades of the balconies of the internal courtyard and replacement with metal](#), window replacements and changes to the paint colour of the entrance portico and columns.

Overall, the building retains a high degree of integrity.

COMPARATIVE ANALYSIS

Designed in 1950 and with construction completed by 1953, Sheridan Close flats were one of the early postwar complexes of Own-Your-Own (OYO) flats erected in the City of Melbourne. The developer of Sheridan Close, a consortium chaired by F R Lee, had also developed other complexes in Melbourne's inner suburbs. Greyfriars, a block of 43 self-contained units at 53 Balaclava Road, St Kilda East, was constructed in 1949–50 ([HO219, Recommended as an individually significant place by City of Glen Eira Heritage Review 2020](#)). This was followed by Ravendene in Domain Road, South Yarra (contributory in HO6 South Yarra Heritage Precinct); Merton Court in Ormond Road, Elwood (significant in HO8, City of Port Phillip); and Elizabeth Court, Queens Road, Melbourne (no HO, City of Port Phillip).

Stylistically, Sheridan Close is an unusual architectural combination of a dominant classical Georgian Revival façade with Modernist design elements and Moderne detailing. As such, it has limited stylistic comparisons within the City of Melbourne Heritage Overlay. With its scale and incorporation of central courtyard, however, the complex is comparable to other examples of luxury OYO flats that were targeted towards higher-income families.

The luxury flat complex with garden courtyard typology was already well established in South Yarra by the postwar period with many examples dating from the mid–1930s and 1940s. Sheridan Close is a rare example of the typology dating from the 1950s. Thus, it is necessary to also look outside the City of Melbourne for additional comparators.

The following list of comparative examples includes places in the City of Melbourne that are comparable to Sheridan Close at 485–491 St Kilda Road, Melbourne in terms of use, stylistic features, construction date and/or scale. It also includes examples of comparators also designed by Bernard Evans outside the City of Melbourne to help situate, and distinguish, Sheridan Close architecturally.