

Stonnington Thematic Environmental History: Update 1

ADDENDUM

**Final
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CONTEXT

**Prepared for
City of Stonnington**

UPDATE 1.

Existing text is shown in black, while new or amended text is shown in blue

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ADDENDUM

This Addendum sets out all of the changes that have been made to the *Stonnington Thematic Environmental History* by Update 1.

In ‘What has been amended or added’ existing text is shown in black, while new or amended text is shown in blue.

WHERE? WHAT HAS BEEN AMENDED OR ADDED?

Introduction

NEW – Update 1 The first edition of the *Stonnington Thematic Environmental History* was published in 2006. This revised edition was prepared in 2009 and provides an update to the 2006 edition. As is noted below, thematic histories are not intended to be static documents. The themes important to the development of an area change over time, both through the emergence of new ways of understanding the past and development into the future. Accordingly, this update includes both additional information for existing themes as well as a number of new sub-themes, which have been added to reflect new knowledge on the development of the City of Stonnington.

The new sub-themes are:

- ‘Uncontrolled and unplanned development’ - section 3.3.4.
- ‘Recovery and infill 1900-1940’ - section 3.3.5.
- ‘Melbourne and Metropolitan Tramways Board’ - section 4.5.3.
- ‘Providing postal and telecommunications services’ - section 4.6.
- ‘Municipal buildings and civic pride’ - section 5.4.4.
- ‘Dairying’ - section 6.1.3.
- ‘Mansion estates and the high ground – Middle class estates in Prahran’ - section 8.2.1.

Changes have also been made to the following sections:

Additional information about the development of hotels in the twentieth century at section 7.4.2.

Section 8.2.1 is renumbered and renamed as ‘8.2.2 Country in the city’ – Suburban development in Malvern before 1920’ and additional information is provided about early twentieth century estates in Malvern. As a consequence sections 8.2.2 and 8.2.3 are also renumbered.

Additional contextual information is provided about innovative nineteenth century houses in section 8.4.2, and a cross-reference has been added to section 8.5.1 to the new section 3.3.4 as noted above.

New or amended text is shown in blue. Please refer to the Addendum in Appendix 4 for full details of these new sections and changes.

Preface

Purpose Finally, it is important to understand that the history is not arranged as a hierarchy giving priority, weighting and privilege to some themes, nor is it simply a checklist. One place may have many themes reflecting the integrated, diverse and complex way that places evolve over time.

Also while the majority of places of local significance in the study area will be associated with a theme, not all places are and there may be some that are individually significant for reasons that are independent of the themes identified in this thematic history. For example, while the study area contains a number of historically significant banks, this has not been identified as a theme in the municipality. Nonetheless, many banks in the municipality will be of local significance because of their historic or architectural values.

On this basis, each chapter includes:

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Historical overview Chapter 4 looks at how transport influenced patterns of settlement in the area including residential and commercial and, particularly, retailing development. Chapter 4 also addresses the development of communication networks in the area, including postal, telegraph and telephone services. Following on from Chapter 5, the origins of Prahran and Malvern councils in the Road Boards set up to manage the road network and the involvement in the development of Melbourne's tram network is noted in Chapter 5. Perhaps allied to the area's magnetism for the wealthy and famous, the study area has close connections with early government and with prominent politicians at a local, State and National level. Chapter 5 gives the details.

Section 3.3 Land speculation

3.3.1 One original grantee who did remain to settle on his allotment was Lieutenant Charles Forrest, who bought allotment 6. In 1841 Forrest built *Waterloo Cottage* on the high ground overlooking the Yarra River at the northern end of Chapel Street. This house, believed to be the first erected in the City of Prahran, was still standing in 1923 (Cooper, 1924:14-16), close to the site of Melbourne High School, but has since been demolished. Another grantee was Peter Ferrie who purchased allotment 21, which he named 'Glen Ferrie'. Ferrie is thought to have constructed a house by 1841.

Most original Crown grantees subdivided their allotments for resale, with the better parts purchased fairly quickly by merchants, pastoralists, professional men, government officials and former army officers like Forrest, who established estates in the best locations. Some purchasers built more than one house, to become landlords. Some of the earliest subdivisions in the study area following the first Crown Land sales occurred on the high ground in the north-west part of the study area. For example in about 1850 R.A. Browne built a villa, known as *Yarra Bank*, on Lot 1 (see Figure 7), which was later sold to Major Davison. Soon after Davison sold the adjoining Lot 2 to William Bell who established his own farm known as *Avoca*. In about 1853 the parts of lots 1 and 2 to the south of what is now Domain Road were subdivided creating Caroline and Avoca streets. Kearney's map of c.1855 shows *Yarra Bank* and *Avoca* with their grounds and vineyards extending down to the river and south of Domain Road the new subdivisions, which featured wide streets and large allotments, reflecting the desirability of the area. As a consequence this area now contains some of the study area's oldest houses. Apart from *Avoca*, which survives today on a much-reduced allotment at 8 Gordon Grove, at least two houses at 58 and 64 Avoca Street are thought to be survivors of those shown on the Kearney map. Another early house, dating from c.1863, is at 15 Darling Street (*Prahran Conservation Review*).

Sales of the low-lying ground was slower, and generally resulted in areas of poor quality housing for rent, such as 'Daly Town' near the northern end of Chapel Street (Malone, 1998:19). East of Kooyong Road, allotments 19 and 20 remained in the hands of speculators until the mid 1850s (Foster, 1999, ch.2).

3.3.3 *Section renamed as 'Speculation and land boomers – subdivision from 1880 onwards'*

NEW 3.3.4 UNCONTROLLED AND UNPLANNED DEVELOPMENT

The subdivision that occurred during the nineteenth century - particularly during the boom - and well into the twentieth century was essentially uncontrolled. No planning laws (other than those associated with fire prevention) were in place and land was subdivided and developed in whatever manner their owners saw fit. While attempts were usually made to connect with established street networks the uncoordinated approach resulted in a number of unconventional planning solutions to facilitate the development of small or odd-shaped blocks or fragments of land.

For example, the southern end of Portland Place in South Yarra is the result of a c.1888 subdivision of land left over following the construction of the railway to Windsor in 1860. At the height of the boom, when small blocks with little amenity could be created and sold, allotments facing the railway to the south of Cliff Street were created. Remarkably, these blocks provided no street frontage. Rather they addressed a narrow walkway connecting the northern section of

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Portland Place to Grosvenor Street (Stonnington Heritage Overlay Gap Study PHO27 Portland Place Precinct). At about the same time William Square (now known as Medley Place) just to the east of Portland Place was subdivided creating lots that address the wall of St Joseph's Church and School across a narrow laneway. Tyrone Street and Hyland Street are other examples in the study area of single-sided streets (Prahran Conservation Study). However, many were lost in the 1960s during the slum clearance program of the Housing Commission of Victoria (see section 8.5.1).

NEW 3.3.5 RECOVERY AND INFILL 1900-1940

As noted in section 3.3.3, the cessation in development brought about by the 1890s depression meant that many nineteenth century estates remained either partly or wholly undeveloped until the early twentieth century.

For example, Chatsworth Road in Prahran was subdivided in 1878 as part of the *Mount Grandview Estate* that also created Grandview Grove to the east. Almost half of the lots remained undeveloped at the end of the boom, with development recommencing c.1910 when Edwardian villas were erected on the remaining sites (*Prahran Conservation Study Review*, 1993). This relatively high proportion of development contrasts with subdivisions made toward the end of the boom. At Malvern Deakin Street, Gillman Street and the northern section of Westgarth Street were created in 1888-9 as part of the *Malvern Park Estate*. Development, which commenced in Deakin Street, initially proceeded quickly and by the early 1890s a row of freestanding cottages had been constructed on the eastern side of the street. By the early twentieth century a small number of grander villas had been constructed on the west side of Deakin Street but most of the estate remained vacant and it was not until 1911 when the electric tram network was extended along Wattleree Road that development recommenced in earnest. At that time the area to the south of Gillman Street was subdivided as the *Hunters Hill Estate* allowing its connection to the growing network of streets to the south in the *Gascoigne Estate* ('*Hunters Hill Heritage Citation Report*', 2009). The *Gascoigne Estate* is an example of a nineteenth century subdivision, where very little development occurred before the 1890s depression and which only developed in the early twentieth century. Chomley Street in Prahran is another example of a nineteenth century subdivision that was not built on until the early twentieth century.

Other 'infill' development in the twentieth century occurred as a result of the subdivision of mansion estates. Jessamine Avenue and the southern parts of Airlie Avenue and Kelvin Grove in Prahran are just some examples of streets that are the result of the subdivision of mansion estates. The subdivision and development of mansion estates, particularly in Toorak, is discussed in more detail in Chapter 8.

Heritage

Uncontrolled and unplanned development

- Portland Place and Medley Place precincts in South Yarra

Recovery and infill 1900-1940

- Chatsworth Road, and the Hawksburn Railway Station precinct in Prahran
- Malvern Park and Hunters Hill estates in Malvern

Chapter 4 Transport and communications

Introduction

The chapter also describes the important role of railways and tramways in shaping the residential and commercial development of the study area, particularly the rise of commuting and growth of shopping centres.

Places associated with the development of communications and particularly the establishment of telephone systems are well represented in the study area. Technological advances effected the provision of communication services and the study area demonstrates the significant development

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of the telephone network in response to the massive increase in subscribers during the inter-war and post-war periods.

This chapter incorporates the following themes:

NEW 4.5.3 MELBOURNE AND METROPOLITAN TRAMWAYS BOARD

The Melbourne and Metropolitan Tramways Board (MMTB) was formed on 1 November 1919 with a charter to take over, operate and unify the municipal tramway trusts. (100 years of electric trams website). The PMTT was one of five municipal tramway trusts that the MMTB assumed control over on 2 February, 1920. The MMTB inherited a cable tramway system that predominantly served the city and some inner suburban routes such as Chapel Street and the five separate municipal electric tramway systems with a wide variety of rolling stock. One of the first decisions of the MMTB was to convert all cable tramways to electric traction (100 years of electric trams website).

The cable tramways in the study area were converted to electric traction by the MMTB between 1924 and 1927. The first section of the Chapel Street route, from Swan and Church streets, Richmond to Toorak Road, South Yarra was opened on 8 July, 1924 and, as noted above, coincided with the opening of a new reinforced bridge over the Yarra. In August 1925 the Windsor to St Kilda cable tram was closed and replaced by an electric tramway along the same route, which opened on 27 December of that year. Similarly, the Prahran and Toorak cable tram routes were closed in 1926 and by October the Chapel Street line had been extended south to Windsor, connecting to the St Kilda Beach line. Finally, the Toorak electric tramway opened in April 1927 with an initial extension of the former terminus from Irving Road to Orrong Road, which was further extended by early May to Glenferrie Road (100 years of electric tramways website).

As a consequence of this network expansion the MMTB constructed new substations in the study area at Windsor in 1925 and South Yarra in 1927. The South Yarra substation in Daly Street was one of the first projects carried out under the direction of MMTB architect, A.G. Monsborough (Bryce Raworth Pty Ltd, undated report, '2 Daly Street, South Yarra').

NEW 4.6 PROVIDING POSTAL AND TELECOMMUNICATION SERVICES**4.6.1 Establishing and developing a postal service**

Postal services for Stonnington were initially provided by general stores. August Frederick White ran Prahran's first post office from his Chemist premises on Chapel Street from circa 1853 until his death in 1873. Despite its proximity to the city of Melbourne, Stonnington was isolated in terms of communications. The first mail runs were carried on foot from the City. Following protests over the proposed site for the construction of a post office, Council leased a portion of the Town Hall for this purpose. In exchange, the Government promised to finance the extension of the building. The new facilities opened in 1878, but the measly terms of the lease later proved to be a burden to Council, and it was not until 1909 that the arrangement was able to be amended. In the meantime a fine new post office was opened in 1890 in Toorak Road, South Yarra.

Malvern's mail was initially sent and received from the St. Kilda Post Office. Between 1863 and 1866, Burnet Patch Mudge ran postal facilities from his store. William Wilson took over duties as post master and expanded his repertoire of services to include banking soon thereafter. Further postal facilities were established at the Malvern Railway station in the 1880s, but Malvern remained without a dedicated post office until 1906 (Stonnington Local History Service 2003, Newsletter No. 46:3).

In 1901 the newly formed Commonwealth Government established the Post Master General's office (PMG), which took over all responsibility for phone, telegraph and postal services and embarked on a building program. As a result new post offices were built at Malvern, Windsor (see below) and Glen Iris. These post offices were among the first tangible symbols of Federation.

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4.6.2 Establishing telegraph and telephone networks

Technological advances changed the way that people communicated. By the 1870s telegraph facilities were operating in both Malvern and Prahran. The first telephone system in Australia was a private system established in 1879, which connected the offices of Robinson brothers in Melbourne and South Melbourne. The system developed steadily and by the early 1900s there were 4,800 subscribers in Melbourne's central business district (History of telephony in Australia website, Telstra history website).

As noted above, the establishment of the PMG by the Commonwealth gave impetus to the development of new postal facilities. As part of the building program telephone exchanges began to be incorporated into existing post offices, such as the South Yarra Post Office, and increasingly were integrated into the design of new post offices. The Windsor Post Office, erected in 1907, was designed by the Public Works Department architect H.J. MacKenna and included a manual telephone exchange. Telephone exchanges such as this one were initially staffed, but by 1910, the Commonwealth Post Master Generals Department was in discussion over the need to automate (Moynihan, 1985:103)

The establishment of an automatic telephone exchange for Malvern was discussed at a Parliamentary Committee on Public Works in September 1915. Built in July 1919, the Malvern exchange was only the second automatic telephone exchange in Melbourne. The significant development of the study area during the inter-war era, particularly as a result of the development of apartments in South Yarra and Toorak saw the numbers of subscribers increase rapidly. However, the Depression and then the Second World War hampered the scheme to convert Melbourne's telephone exchanges to automatic and the Malvern exchange had to handle much of the telephone congestion from neighbouring suburbs. Following the war, a £5 million plan to modernise Victoria's postal and telephone services was announced (*The Argus*, 11/9/1946:2), and new automatic exchanges were constructed throughout Melbourne. By 1957 the conversion of manual exchanges to automatic in Melbourne was almost complete (Telstra history website).

An automatic exchange at Williams Road in Toorak, constructed circa 1945 is believed to have been one of the first new exchanges built in accordance with the plan. The exchange, which was situated near to the existing manual exchange on Toorak Road, was in operation by April 1946 and the number of subscribers to the service expanded rapidly (Information from Stefan Novak, Victorian Telecommunications Museum, Hawthorn, Victoria). A further automatic exchange was proposed for South Yarra, but negotiations over location delayed progress on the project (South Yarra automatic telephone exchange, File CL 15934, NAA). In the interim, as one of the three largest manual exchanges in metropolitan Melbourne, the exchange at Windsor was converted to automatic under the plan (*The Argus*, 10/9/1945:5). This was later replaced by a massive new automatic exchange in the 1970s.

As the numbers of subscribers grew a new automated telephone exchange was finally under construction in Punt Road (falling just outside the City of Stonnington) in 1951, and had opened for operations in 1954. Built according to a similar design to an earlier exchange on Inkerman Street in St. Kilda, the Punt Road exchange served as the local exchange for South Yarra, which by this time as a result of apartment development had the highest residential density (and hence numbers of subscribers) in Melbourne.

Heritage

- Bridges on High Street, Malvern Road and Glenferrie Road constructed to provide grade separation between electric trams and railways
- Former MMTB substation, 2 Daly Street, South Yarra

Communications

The study area contains a number of notable buildings associated with the development of communication networks and facilities. These include:

- South Yarra Post Office (former), Toorak Road; Windsor Post Office & telephone exchange,
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Peel Street, and Glen Iris post office

- Telephone exchange, Williams Road, South Yarra

Chapter 5, Section 5.4 Developing local government authorities**NEW 5.5.4 MUNICIPAL BUILDINGS AND CIVIC PRIDE**

As noted above throughout the nineteenth century, the municipal councils of Malvern and Prahran employed prominent architects to design their major public buildings, which were used as a means of expressing civic pride and progressiveness. This tradition continued into the twentieth century when prominent architects were engaged in the design of local government buildings. As will be discussed in Chapter 8.4.2, architectural experimentation played a role in the development of residential suburbs through the encouragement of stylistic innovation in housing and some of the new council buildings were similarly innovative in design.

By the 1960s and 1970s a number of municipal buildings were in need of replacement, including the 'outmoded and inadequate' Malvern Municipal Baths, which had been built in 1927 (Harold Holt website). The Malvern Council commissioned architects Kevin Borland and Daryl Jackson to design a new swimming complex for the city in the early 1960s. The resulting Harold Holt Swim Centre (so named after the 1967 death of Malvern's local member and then Prime Minister of Australia, Harold Holt) was one of the earliest Brutalist buildings in Victoria.

Similarly, municipality of Prahran displayed a willingness to embrace architectural innovation through their public buildings. The Toorak and South Yarra Library, built in 1973, was designed by leading modernist architects Yuncken Freeman. Yuncken Freeman was also responsible for the design of Melbourne landmark Myer Music Bowl, built in 1957. The Toorak and South Yarra library was opened in a ceremony led by Mayor of Prahran, Councillor Bill Dane, on the 19th August 1973. The construction of the library was not without controversy, however, and there was some outcry over its expense.

Heritage Developing local government authorities

The study area demonstrates the development of local government administration in the nineteenth century in Victoria, which in turn illustrates the growth of Melbourne. The rapid growth of the municipalities and their 'coming of age' during the late nineteenth century in particular is illustrated by the stages of development of the municipal offices, with the grandeur of the buildings from the 1880s expressing the prosperity and civic pride at that time, establishing a tradition that would continue into the twentieth century. Places associated with this theme include:

- The former Wattle Tree Hotel (later Glendearg, 196 Wattletree Road), Malvern Town Hall complex, and Prahran Town Hall complex.
- Harold Holt Swimming Complex, South Yarra Library

Chapter 6, Section 6.1 Working the land**NEW 6.1.3 DAIRYING**

As a perishable commodity, milk was initially sourced and distributed close to its consumers. Dairying was an important industry in Malvern, which retained large areas of rural land well into the twentieth century. As a result Malvern was home to a number of distribution dairies, including the Woodmason's Melrose Dairy at the corner of Glenferrie and Malvern roads, which was established circa 1860. Initially a market garden, the Woodmason family expanded their enterprise to include a second dairy at Waverley Road. While Woodmason's and others grazed their own cows, a number of dairies sold bulk milk transported into the study area from Gippsland, which was unloaded into a tank at Toorak Station (Foster 2004:2). O'Neil's and Skinkfield's dairies distributed milk and this practice increased as the expansion of metropolitan

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Melbourne swallowed up urban farms.

In the early twentieth century, the supply of milk was closely affected by issues of public health. Fears over diseases such as Tuberculosis prompted the Milk and Dairy Supervision Act 1905, which required milk suppliers to register as cow-keepers. Pasteurisation was introduced in Victoria from 1914, reducing the risks associated with disease, but it was not until the 1950s that pasteurisation and bottling were widely practised. Walter White's Cotswald Hills Dairy in Williams Road, Hawksburn was the first local dairy to install pasteurisation technology, with the installation of a plant in 1931, but it was not until the 1940s that the process of pasteurisation was mandated through the introduction of the Milk Pasteurising Act 1943. The 1943 Act was the result of action by various people particularly Dr R.H. Fetherston, Prahran Health Officer from 1901-1943, who lobbied the Health Department and parliamentarians, hoping to make pasteurisation compulsory. Reg Rogers recalls 'an important meeting' called by Dr Fetherston in 1927 or 1928 when:

... he promoted, firstly, tubercular testing of cattle and in particular dairy cattle, and, secondly, pasteurisation. Up to that time, apparently, nobody in an official position such as his had ever promoted these ideas (Reg Rogers, cited in The Milky Way, p.2)

Refrigeration also played an increasing role in the supply and distribution of milk from circa 1911. The Milk Supply Act of 1922 legislated the cooling of milk. Most dairies used brine, rather than the water coolers used on farms (Godbold, 1989:32).

In the nineteenth century and well into the twentieth a local neighbourhood dairy was an essential urban service. As suburban development of the study area continued the number of dairies proliferated and by the early 1930s Prahran was home to about forty dairies with many more in Malvern. However, the legislative changes described above made it increasingly difficult for small local dairies to survive. In 1933, a new Milk Board raised standards in dairies, resulting in the de-licensing of about half of Melbourne's dairies. The remaining dairies were forced to make improvements to their facilities and many flourished. For example, dairyman Samuel Love purchased land on the northwestern corner of Emo and Moama Roads within the Repton Estate in 1915 and built a 5-roomed weatherboard house. By 1923, as the estate developed the property incorporated a dairy to the rear of the dwelling. This was subsequently demolished and a new Moama Dairy in the fashionable Moderne style was constructed in 1937 (Di Foster 2004, p. 2). It continued to operate until 1966. Like the Moama Dairy many of the new dairies were constructed in the Moderne style.

Further reductions in the number of dairies came after World War Two. In 1951 the Milk Board broke the relationship between farmers and dairies, and began purchasing milk from farmers for resale to the dairies, effectively making dairies the agents of the Milk Board. By the 1960s, the expansion of Metropolitan Dairies saw the decline of small urban dairies which gradually dwindled as the face of milk production and distribution changed (Milk Board Annual Report, 1952). Many closed or became the local neighbourhood store or 'Milk Bar'.

Heritage
Farming, market gardens and nurseries

Places associated with these themes are now extremely rare in the study area. Some known examples include:

- *Como*, 16 Como Avenue, South Yarra
- *Avoca*, 8 Gordon Grove, South Yarra
- The early house at 30 Macfarlan Street, South Yarra, which was associated with a nurseryman
- *Lillirie*, 1089 Malvern Road, and early farmers cottages at 1215 and 1225 Malvern Road, Malvern

Dairying

Places associated with the theme of Dairying include:

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- Early twentieth century dairies in the former City of Malvern include Merriman's Dairy, Union Street, Woodmason's Melrose Dairy, cnr Glenferrie & Malvern Roads, Malvern, and Maidment's Dairy – 16 Kardella Street East Malvern
 - 'Moderne' dairies erected in the 1920s and 30s include Moama Dairy cnr. Emo Road and Moama Road East Malvern, Nirvana Dairy (now Dairy Bell Ice-cream factory) Belgrave Road (cnr Waverley Road), East Malvern, Malvern Dairy (or model dairy) 39 Clarence Street East Malvern, Merriman's Dairy, Union Street, Coughlin's Dairy, 105 Wattletree Road, Armadale, and Coughlan's Dairy 300 Waverley Road East Malvern
 - Dairies in the former City of Prahran include Palermo Dairy in South Yarra, and Cotswold Hills Dairy, Prahran
 - Milk tank at Toorak Railway Station
 - Caulfield Butter Factory – 401 Dandenong Road East Malvern
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Chapter 7, Section 7.4 Providing hospitality and entertainment

7.4.2 The Liquor Licenses Amendment Act 1906 began a process of hotel de-licensing throughout Melbourne. During the period 1923 – 1933 changes in public health legislation and building requirements saw an increase in hotel license deprivation. In order to maintain their licenses, hotels upgraded in keeping with new laws. The Racecourse Hotel (see 7.4.1) renovated in 1926 and added a second storey which was no doubt good for business as well as serving more legislative purposes. Similarly, the Malvern Hill Hotel was renovated in 1923, in accordance with plans drawn up by architect W. Drewe, extending the corner bar and substantially increasing internal bar space. (Butler 2002: 328) The Hotel Max (formerly the Prince Maximillian) at 32 Commercial Road, South Yarra was one of the few that was completely rebuilt (and not just remodelled), in this case in the Streamlined Moderne style (see image lxvii at the end of this chapter).

The gradual relaxation of Victoria's restrictive liquor laws from the late 1960s revived the hospitality industry, and brought new opportunities for entertainment in the study area, particularly in Prahran and South Yarra. Malone has noted the sprinkling of cafes, tea rooms and restaurants in Chapel Street before the Second World War (1984:26-27). In the 1950s a few European chefs developed fine dining in restaurants such as Maxim's at a time when licensed restaurants were rare in suburban Melbourne. Maxim's was opened in the former Duke of Edinburgh Hotel in South Yarra in 1957, becoming a leading restaurant for Melbourne 'Society', before moving to The Como Hotel in 1989 (Will, 2000). Changes to liquor laws also led to the development of nightclubs, some of which are located in former hotels. This is discussed in the historic context of ballrooms and dance halls in Chapter 9.

Since the 1960s many new restaurants, bars, taverns and nightclubs have opened in South Yarra and Prahran, some providing live entertainment such as jazz or rock bands. Many of them occupied early hotels, which changed their name, image and style of service, often more than once, to appeal to new generations of residents and visitors from other parts of Melbourne. In 1988, 27 of the municipality of Prahran's 50 nineteenth-century hotels were still in existence, some rebuilt, many renamed and all modernised. The original South Yarra Inn, opened in 1853, has been through a number of guises - South Yarra Club Hotel, Hatter's Castle, Trakkers Inn - surviving a century and a half of changing community needs and tastes on its prominent site at the corner of Punt and Toorak roads (Malone, 1988). The former Duke of York Hotel in High Street became Edward's Tavern, while the Morning Star in Chapel Street is now a restaurant (Malone, 2001:7, 2000:60).

Hotels in the twentieth century also reflected changes in society and cultural attitudes. Whilst 'gay' venues had existed in Melbourne since the early twentieth century (the saloon bar at the Prince of Wales Hotel in St Kilda has been gay bar by reputation if not in name since the 1930s), it was only after the legalisation of homosexuality in Victoria in 1981 that venues began to openly promote themselves to a gay clientele. In the mid 1980s two nineteenth century hotels in close

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proximity in Commercial Road, South Yarra were purchased by gay businessmen and began to cater for the gay community. One, the Exchange (now known as the Xchange) opened its doors in 1986 and has operated continuously ever since, while the nearby Market Hotel (originally known as the Balmoral Hotel) opened soon after and, after several incarnations, is now a gay nightclub. These were amongst the first openly gay venues in Melbourne and followed the lead of the pioneering Laird Hotel in Collingwood, which opened in 1981.

The establishment of these venues has led to several other gay and lesbian businesses opening in the Commercial Road area including Hares & Hyenas, which was Melbourne's first gay and lesbian bookshop (It has now moved to Fitzroy). The opening of these hotels and venues in South Yarra is no mere co-incidence; anecdotal evidence suggests that South Yarra and Prahran, like St Kilda, have long been popular places for the gay and lesbian community to live, a fact that may be partly attributed to the development since the 1920s (see Chapter 8) of enclaves of flats, which provided accommodation for single people not readily available in other parts of Melbourne. A similar phenomenon occurred in St Kilda.

Heritage

Examples of heritage places associated with the theme of Providing Hospitality & Entertainment include:

- Nineteenth century hotels include the former Wattle Tree Hotel, 196 Wattletree Road, Malvern, and the former South Yarra Club Hotel, cnr. Toorak Road & Punt Road, South Yarra
- Hotels refurbished in the inter-war era include the Racecourse Hotel (cnr. Waverley Road & Dandenong Road, East Malvern), Malvern Hill Hotel (cnr. Malvern Road & Glenferrie Road, Toorak), Hotel Max (32 Commercial Road, South Yarra), Orrong Hotel (cnr. High Street and Orrong Road, Armadale) and Prahran Hotel (82 High Street, Windsor).
- 'Gay' hotels include the Xchange Hotel and the Market Hotel, both in Commercial Road, South Yarra.

Chapter 8 Building suburbs

NEW 8.2.1 MANSION ESTATES AND THE HIGH GROUND – MIDDLE CLASS ESTATES IN PRAHRAN

As noted in section 3.3 the subdivision of large estates commenced in South Yarra as early as the 1850s and continued into the twentieth century. A hierarchy of estates quickly emerged with middle and upper middle class estates being developed on the higher ground with workers housing occupying the less desirable lower-lying areas that were prone to flooding. At Hawksburn, for example, Martha Cassell, who was widowed in 1853, sold off most of her estate from the 1850-70s, beginning with land at the south-west corner of Toorak Road and Williams Road. Here, the new owners, mostly middle-class businessmen or people from pastoral families, built large houses on relatively small acreages - Vinterfield, Coolullah, Quamby. Mrs Cassell eventually sold all of her estate, apart from the house and large garden, taking advantage of the new Oakleigh railway and nearby Hawksburn Station, opened in 1879 (Malone, 2000:36-41). Hawksburn Road shows the resulting pattern of settlement, with the larger middle-class villas on the higher land near the Hawksburn Station, and near Toorak Road, and smaller single-fronted workers houses in the lower ground in between.

The cessation in development brought about by the 1890s depression has already been discussed in section 3.3. This hiatus is vividly illustrated by the contrast of housing styles in many nineteenth century middle-class subdivisions where Victorian houses of the boom era stand beside Federation or Edwardian houses associated with the recovery that are of an entirely different architectural expression. Norman Avenue, on the other hand, which was subdivided and developed from 1903 onward is a rare instance of a streetscape where the houses illustrate the transition between late nineteenth and early twentieth century domestic architecture.

Many inter-war estates are the result of the subdivision of mansion estates as described in the previous chapter. Jessamine Avenue in Prahran was the result of a 1927 subdivision that was

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promoted as an affluent middle class development with houses in fashionable inter-war styles. Similar middle-class enclaves can be found throughout the former City of Prahran, however, it was in the neighbouring City of Malvern that the development of the 'suburban ideal' was to find its fullest expression.

8.2.1 *Renumbered and renamed as 8.2.2 'Country in the city' - suburban development in Malvern before 1920'*

Insert new text:

One of Mathew Davies' boom-era subdivisions, the Gascoigne Estate, offered 'character and stability rivalling Toorak and South Yarra', however only 27 houses were built there before the boom collapsed, and only three houses - all of timber - were built during the depression that followed. In the 1890s a number of timber houses were built in Malvern as an economy measure, however some residents complained that wooden houses would degenerate into slums. Concern about this development led to a slum abolition movement known as the 'Minimum Allotment, Anti-Slum and Housing Crusade', which held a conference in 1912 at the Melbourne Town Hall that was attended by the Mayor of Malvern. Subsequently, around 1912, Malvern Council began to declare brick areas - areas where timber houses were not permitted. By 1916 Council had also fixed the minimum area for a housing allotment at 6000 square feet, with minimum frontages of fifty feet (Strahan, 1989:66-7, 69). The regulations were clearly meant to prevent the building of small workers cottages - Malvern was clearly intended to be a middle-class suburb. *However, this did not prevent small groups of 'working-class' cottages and terraces being constructed throughout Malvern, such as in the Repton Estate, which encompassed Ardie and Repton roads, not far from the Caulfield Railway Station. The modest four-roomed Edwardian houses, erected from 1915 onwards, were among the last timber houses to be constructed prior to the introduction of the new regulations (Stonnington Heritage Overlay Gap Study, PHO19 Ardie & Repton Estates).*

8.2.2 & 8.2.3 *Renumber as 8.2.3 and 8.2.4 respectively*

8.4.2 The strong culture of patronage also led to some clients encouraging their architects to step outside the dictates of fashion and explore ideas and innovation in design and construction. Other architects (or in some cases, creative designer-builders) explored stylistic innovations that pushed the boundaries beyond the restrained detailing found on most contemporary houses. One such innovator was Walter Burley Griffin, whose 'Knitlock' construction system of concrete blocks was used in Stanley Salter's house (16 Glyndebourne Avenue) in 1923, as well as at *Clendon Lodge*, a house designed in 1927.

*As a result the study area contains houses that are amongst the earliest or purest form of particular architectural styles that were later diluted or even changed outright when they gained wider acceptance and usage. The house at 2 Ash Grove in Malvern, for example, erected in 1890 to the design of A.H. Fisher is believed to be one of the earliest examples in Australia of the half-timbered 'Old English' style that as noted previously would later gain popular acceptance through the work of architects such as Robert Hamilton (National Trust of Australia classification report). Another example is *Redcourt*, which was designed by the prominent Melbourne firm of Reed, Smart & Hamilton. Erected in 1887-88 it is thought to be one of the earliest and finest examples in Melbourne of the British Queen Anne Revival (Bryce Raworth Pty Ltd, *Redcourt*).*

Harold Desbrowe Annear, one of Australia's leading domestic architects, was prolific in the study area. His innovative work ranges from his 1919 bungalow at 6 Erskine Street, Armadale to his last work, *Katanga* (372 Glenferrie Road), a modified Georgian Revival house built for solicitor Wesley A. Ince in 1933 (*Malvern Heritage Study*, pp.115-63). *Katanga* was described as 'functional, somewhat eccentric and essentially theatrical' and illustrates the interest of the period in geometric experimentation in architectural forms.

The work of prominent architects such as Desbrowe Annear influenced other architects and

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designers (and their clients) in the study area. Desbrowe Annear's influence can be seen in the house at 22 Stonnington Place – reputedly, the owners of this house were impressed by Annear's designs, but chose to engage the provincial firm of Laird & Buchan to 'achieve their wishes more economically than by using the society architect Annear' (*Malvern Heritage Study*, p.345). Similarly the house at 23 Moorhouse Street, designed by J.F.W. Ballantyne and described as 'a refined example of the Prairie School', illustrates the direct influence of Walter Burley Griffin (*Malvern Heritage Study*, p.299). In some cases the designer of a house remains unknown. One example is the house at 19 Alleyne Avenue, which is of interest for the way it adopts 'Far Eastern' elements for its detailing that takes the 'initial Japanese influence on the Bungalow, to an extreme' (*Malvern Heritage Study*, p.74).

In the 1940s, '50s and '60s Roy Grounds and Robin Boyd were creating modern designs to fit in with the difficult topography of the sites. Boyd's Richardson House (10 Blackfriars Close) is constructed across a creek bed, while Grounds' *Quamby* (3 Glover Court, Toorak) is a block of flats that takes advantage of a slope overlooking the Yarra River (*Prahran Conservation Study*).

8.5.1

As Prahran's industries developed in the nineteenth century, so did housing for its workers. Workers cottages, built by landlords such as Cr Naylor, filled the small side streets of Prahran, South Yarra and Windsor housing workers in local industry and those travelling by train and tram to the factories of Richmond and Collingwood. Although the 1921 Census found that the City of Prahran had the highest concentration of houses twelve rooms or over, it also found that one in four of Prahran's houses were of four rooms or less (Wilde, 1993:39). Even parts of South Yarra, which gained the reputation as one of Melbourne's most prestigious suburbs, developed as a working-class area in the nineteenth century along with parts of Armadale. Typically, the houses were of timber or brick, single fronted, some joined as terraces or in pairs, and some free standing with room for a small side path. **These were often within the areas of 'uncontrolled and unplanned' development described in section 3.3.4.** Many of these small houses can still be seen in small streets running off main roads, such as Surrey Road North off Toorak Road in South Yarra, however, many areas were demolished by the Housing Commission of Victoria as part of 'slum' clearance undertaken in the post-war era as discussed in the following section.

Heritage

CREATING AUSTRALIA'S MOST DESIGNED SUBURBS

Examples of heritage places associated with this theme include:

- Architect designed houses include *Little Milton* (house and garden) 26 Albany Road, Toorak, *Greenwich House* (now Chinese Consulate), Irving Road, Toorak, *Cranlana* (house and garden), 62 Clendon Road, Toorak, *Katanga*, 372 Glenferrie Road, Malvern, *Denby Dale* apartments, 424 Glenferrie Road, Malvern (Additional examples of architect-designed apartments are listed below), and the house, 16 Glyndebourne Avenue, Toorak
- Examples of houses that are early or innovative in terms of style or construction include the house at 2 Ash Grove, Malvern, *Redcourt* (506 Orrong Road, Armadale), the Richardson House (10 Blackfriars Close, Toorak), and the house at 19 Alleyne Avenue, Armadale
- Architect's houses include Walter Butler's house, *Duncraig*, 31 Hampden Road, Armadale, 6 Glyndebourne Avenue, Toorak (Marcus Martin), and 24 Hill Street, Toorak (Roy Grounds).

DEVELOPING HIGHER DENSITY LIVING

Examples of heritage places associated with this theme include:

- *Illawarra*, 1 Illawarra Court, Toorak, and *Redcourt*, 506 Orrong Road, Armadale, which are examples of large mansions converted to shared accommodation and later, as apartments
 - Fawkner Mansions, corner of Punt and Commercial roads, Prahran
 - Howard Lawson apartment precinct, South Yarra - *Beverley Hills*, *Stratton Heights*, etc, which is the most comprehensive and intact groups of inter-War apartments in Melbourne
-

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and the inter-war apartment precinct in Marne Street, South Yarra.

- Architect designed apartments include *Langi* (corner of Toorak and Lansell Roads, Toorak), Roy Ground's trio of apartments *Clendon, Quamby & Moonbria, Caringal* (3 Tahara Road, Toorak) and *Tsoshan*, 777 Malvern Road, Toorak
-

CREATING PUBLIC LANDSCAPES

Examples of heritage places associated with this theme include:

- **Street tree plantings** in Orrong Road, **Grandview Grove**, Dandenong Road and Alexandra Avenue
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**NEW
Update 1**

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