

19 January 2022

Attention: Anthony Savenkov
City of Port Phillip
99A Carlisle Street
St Kilda, VIC 3182

Dear Anthony,

**Re: Heritage advice on kindergarten expansion – 46 Tennyson Street,
Elwood VIC 3184**

I write to you in response to your request for Extent Heritage Pty Ltd ('Extent Heritage') to provide heritage advice regarding the property at 46 Tennyson Street, Elwood ('the subject site'), for, or in lieu of, a potential development of the kindergarten (former residence).

The subject site is of local cultural heritage significance and is currently registered on the Port Phillip City Council Heritage Overlay (HO7) as an individually significant place. The purpose of this letter is to provide expert advice concerning the constraints and opportunities of the property. The following heritage advice is based on desktop assessment of available material including background reports, the heritage citation for the precinct and the local planning scheme policy. The advice provided also corresponds with best practice principles as advocated for by the Australia ICOMOS Charter for Conservation of Places of Cultural Significance (the Burra Charter) (Australia ICOMOS 2013).

Refer to Appendix A for the full heritage citation sourced from the 2021 Port Phillip Heritage Review.

This advice has been prepared by Benjamin Petkov (Heritage Advisor) and Corinne Softley (Senior Associate).

Kind regards,



Corinne Softley
Senior Associate | Extent Heritage

EXTENT HERITAGE PTY LTD

ABN 24 608 666 306 ACN 608 666 306
info@extent.com.au
extent.com.au

SYDNEY

Level 3/73 Union St
Pyrmont
P 02 9555 4000

MELBOURNE

Level 1, 52 Holmes St
Brunswick East
P 03 9388 0622

BRISBANE

Level 12/344 Queen St
Brisbane
P 07 3051 0171

PERTH

Level 25/108 St Georges Tce
Perth
P 08 9381 5206

HOBART

54A Main Rd
Moonah
P 03 6134 8124

Site identification

Location

The subject site is located at 46 Tennyson Street, Elwood, and is legally defined as Property Number 206450. It is located within the Port Phillip City Council municipality.



Based on the photos provided by Council, internally the subject site retains some features original to the bungalow design although it is fairly modified. These features include the timber wainscoting in the entrance hall; some timber bracketed architraves and some of the internal layout. As per the schedule to the Heritage Overlay, there are no internal controls assigned to the subject site.

Key changes to the site include enclosure of a front verandah for a 'cot room', the replacement of the original front fence, re-landscaping throughout the site, addition of an awning to the front yard and internal alterations such as addition of partitions.



Figure 2. Oblique view of the subject site looking northeast. Source: Google streetview, 2019.

Heritage status and significance

Statutory listings

The site is identified on the following statutory registers:

- Heritage Overlay (HO), (HO7 Elwood, St Kilda, Balaclava, Ripponlea Precinct).

There are no paint, internal or tree controls for the property as per the Schedule to the Heritage Overlay.

The site is not identified on the following statutory registers:

- Victorian Heritage Inventory (VHI).
- Victorian Heritage Register (VHR).

Non-statutory listings

The site is not identified by the National Trust of Australia (VIC).

Significance

The Statement of Significance for Elwood, St Kilda, Balaclava, Ripponlea Precinct (HO7) is as follows (with the parts most relevant bolded):

The Elwood – St. Kilda Botanical Gardens – Balaclava Ripponlea Area is both extensive and architecturally diverse. It is culturally important especially on account of the influence of the St. Kilda Botanical Gardens, the Brighton road, the Brighton Beach railway and the public buildings precinct at the site of the former market reserve which collectively impart civic distinction. **The residential areas are noteworthy for their late Victorian, Federation period and inter-war housing;** the apartments of the latter period and the terraces of the former being especially noteworthy. The intact inter-war buildings within the Brunning's Estate demonstrate the development of that nursery post 1926. **The capacity of the Area to inform the observer about past lifestyles and living standards is important, there being great diversity evident during the major contributory development periods.** The Brighton road has further distinction for the manner in which it has attracted residential development of a high standard. Finally, the street trees and smaller parks are invariably important elements, having their origins in the interwar period and on occasions being also overlooked by buildings of the period to create urban landscapes representative of the highest urban planning standards of the day. The shopping centres are also distinguished for their high levels of integrity, Carlisle Street reflecting through its buildings the phases in its growth. The Glen Eira Road centre, in conjunction with the railway station and railway gardens, is highly representative of the era of the Great War, enhanced by the group of inter-war banks towards its east end.

As shown above, the subject site is of local significance as related to a group of inter-war era residences and flats, as well as its representative California Bungalow style.

The building has been graded Significant within the precinct, however it is noted that nearly all properties within the precinct have been assigned this grading. This may be because the precinct was given a wholesale conversion from the former grading system of A1, A2, B and C to Significant, Contributory and Non-Contributory. In this scenario, buildings that may otherwise be graded Contributory (such as those sitting in the A2 and B categories) are given a Significant

grading. This is a common occurrence. Given the type and quality of the residence, the building, in our opinion, would be better managed as a Contributory site whereby its character as viewed from the street is the most important aspect to manage.

Relevant planning controls

As an individually significant heritage property on the Port Phillip City Council Planning Scheme Schedule to the Heritage Overlay, the site is subject to the following heritage policy under Clause 15.03 of the City of Port Phillip Planning Scheme during a planning application assessment:

- Clause 15.03-1S Heritage conservation (Sub-heading: strategies)
- Clause 21.05-1 Heritage (Sub-heading: Objectives and strategies).
- Clause 22.04 Heritage objectives and policy.

Potential for change

The following heritage advice regarding the potential for change is based within the relevant planning policy framework outlined by the Port Phillip City Council Planning Scheme, as well as Extent Heritage's expert heritage advice. Although it is believed that this building should be graded Contributory, the advice has been based within the framework that the building is Significant graded.

Development option	Heritage advice
Demolishing the existing building.	<p>With regards to demolition, the objectives of the Heritage Policy outlined in Clause 22.04-2 of the Port Phillip City Council planning scheme are:</p> <ul style="list-style-type: none"> - <i>To retain and conserve all significant and contributory places.</i> - <i>To discourage the demolition of significant and contributory heritage places.</i> <p>Details regarding demolition are further addressed under Clause 22.04-3:</p> <p><i>Where a permit is required for demolition of a significant or contributory building, it is policy to:</i></p> <p><i>Refuse the demolition of a significant building unless and only to the extent that:</i></p> <ul style="list-style-type: none"> – <i>the building is structurally unsound;</i> – <i>the replacement building and/or works displays design excellence which clearly and positively supports the ongoing heritage significance of the area.</i> <p>As the building is Significant graded, in fair condition, high integrity and contributes to the heritage character and values of HO7 as an interwar era bungalow, complete demolition of the structure would not be advised from a heritage perspective and would not align with the intentions of the Planning Scheme.</p> <p><u>This option is not recommended or viable for this property.</u></p>

Development option	Heritage advice
<p>Retain the façade and demolish everything behind it, incorporating the façade into a new design.</p>	<p>With regards to alterations and additions, Clause 15.03-1S in the Port Phillip City Council planning scheme states:</p> <ul style="list-style-type: none"> - <i>Encourage appropriate development that respects places with identified heritage values.</i> - <i>Retain those elements that contribute to the importance of the heritage place.</i> - <i>Encourage the conservation and restoration of contributory elements of a heritage place</i> - <i>Support adaptive reuse of heritage buildings where their use has become redundant.</i> <p>Alterations and additions are further addressed under Clause 22.04-3:</p> <p><i>Additions and alterations:</i></p> <ul style="list-style-type: none"> – <i>Do not change the original principal facade(s) or roof.</i> – <i>Do not obscure or alter an element that contributes to the significance of the heritage place.</i> – <i>Maintain an existing vista or viewlines to the principal facade(s) of a heritage place.</i> <p><i>An upper storey addition is sited and massed behind the principal facade so that it preferably is not visible, particularly in intact or consistent streetscapes</i></p> <p><i>Demolition:</i></p> <ul style="list-style-type: none"> – <i>Allow the demolition of a part of a heritage place if it will not affect the significance of the place and the proposed addition is sympathetic to the scale and form of the place.</i> <p>The removal of all structural material behind the primary façade would result in ‘facadism’ of the building, which would have a highly adverse heritage impact on the significance of the building and surrounding precinct. Its significance is not only related to its façade but also other intact elevations, the roof form and potentially some of the internal layout (front two rooms, for example). A proposal which would result in facadism would be a poor heritage outcome for this property and would not align with the intentions of the Planning Scheme.</p> <p><u>This option is not recommended or considered to be viable for this property.</u></p>
<p>Construct an extension to the existing structure.</p>	<p>The same policy shown in the cell above applies in this scenario, in addition to the following from Clause 22.04-3:</p> <p><i>General:</i></p> <ul style="list-style-type: none"> – <i>Encourage a contextual design approach for additions and/or alterations to a heritage place or for new development. A contextual approach is where the alteration, addition or new development incorporates an interpretive design approach, derived through comprehensive research and analysis. New development should sit comfortably and harmoniously integrate with the site and within the streetscape and not diminish, detract from or compete with the significance of the heritage place or streetscape character. This approach can include:</i>

Development option	Heritage advice
	<ul style="list-style-type: none"> – <i>Contemporary architecture and innovative design which is an important part of the contextual approach because it adds to the existing diversity and layering of styles through time. This layering is a defining feature in a number of areas and is therefore an important component of Port Phillip's heritage.</i> <p><i>Additions and alterations:</i></p> <ul style="list-style-type: none"> – <i>Are distinguishable from the original parts of the heritage place to be conserved, if a contemporary architectural approach is used.</i> <p><i>Demolition:</i></p> <ul style="list-style-type: none"> – <i>Allow the demolition of a part of a heritage place if it will not affect the significance of the place and the proposed addition is sympathetic to the scale and form of the place.</i> <p>The construction of an extension on the building is a viable option, however it would need careful design consideration to ensure that it does not visually dominate or overwhelm the original building, that significant fabric is retained (or replaced like-for-like if in poor condition) and that the design is sympathetic in terms of form, proportions and materiality. Nevertheless, a substantial two-storey addition would be viable.</p> <p><u>This development option is the most viable approach and is recommended from a heritage perspective.</u></p>

Recommendations

The heritage advice outlined in this letter identifies that of the three options presented, the construction of an extension to the existing building would be the most viable option with regarding to developing the site while also respecting the heritage significance of the property within the precinct. This project would need careful design consideration to ensure that it does not visually dominate or overwhelm the original building or surrounding precinct, that significant fabric is retained (or replaced like-for-like if in poor condition) and that the design is sympathetic in terms of form, proportions and materiality.

Key design parameters include:

- Conservation of the façade, including the verandahs, tessellated floor tiles, window openings and timber shingling. Where specific fabric is found to be in poor condition – such as the timber shingles – replacement on a like-for-like basis is recommended.
- Conservation of the roof form and associated materiality. *Note: there may be potential to partially demolish some of the tile roof at the rear, however a site inspection would be required to fully assess this option.*
- The extension should sit behind the primary built/roof form to minimise visibility from the street. The addition would not need to be completely invisible, however where it is visible

the materiality and colours should be sympathetic with the original building on site and surrounds.

- The extension could incorporate a contemporary design, if desired.
- No additional structures should be added to the front setback, particularly where they screen views of the building.

In addition, the following would be considered positive heritage works which would enhance the contribution of the building to the precinct:

- Removal of the verandah infill currently forming the 'cot room'.
- Removal and replacement of the front fence with a period appropriate design.
- Removal of the awning from the front setback.

Extent Heritage would be pleased to provide further assistance and inputs to the development of a sympathetic design and, if required, the preparation of a Heritage Impact Statement as part of the planning application.

Appendix A - Citation

6.11 Elwood, St Kilda, Balaclava, Ripponlea - Ho7

Existing Designations:

Heritage Council Register:	nil
National Estate Register:	nil
National Trust Register:	nil

6.11.1 Description

This Area, though fragmented, occupies the land generally bounded by Carlisle Street in the north and Glenhuntly Road in the south, extending to Hotham Street in the east and Mitford Street/ Broadway in the west. It has the Brighton Road as its principal north-south thoroughfare but is also traversed in the same direction by the Sandringham railway. “Corridors” of architecturally important buildings radiate from the St. Kilda Botanical Gardens whilst other parts of the Area are oriented on the Brighton Road and Carlisle Street.

Important elements include the St. Kilda Botanical Gardens, the public buildings precinct and the Ripponlea and Carlisle Streets shopping centres. The Botanical Gardens, formerly known as the Blessington Street Gardens, contain many mature exotic and some native trees and shrubs including golden privet hedges, *Ficus macrophylla* (c.1916), two *Quercus suber*, *Podocarpus falcatus*, *Phillyrea latifolia* and *Olea europea* ssp. *africanus*. There is a rose garden, ponds and path system of rolled gravel with red brick spoon drains. There are gates with decorative cast iron and masonry pillars at the north end, a red brick and timber lattice pavilion (1929) and a recent conservatory. The streets enclosing the Gardens have been a favoured location for villas since the Victorian period, the Blessington Street frontage being especially noteworthy in this respect. “Sun Blest” at no 42, nos.50, 62 and 74 (“St. Albans” – now much altered) are examples. The street maintained its popularity during later periods, no. 57 being an ostentatious Federation period villa, whilst “Garden view” at no. 60 is a distinctive cement and clinker brick Art Deco apartment block. “Clairvaux” at no.44 is in the Arts and Crafts manner of the inter-war period with circular shingled corner bay windows and a shady two storeyed porch. Tennyson Street on the east side of the Gardens is distinguished primarily for its apartments and inter-war villas. “Himalaya” at no.10 has its origins as a large Victorian villa, transformed into apartments during the inter-war period whilst the house at no.8 has the symmetry of the Australian Colonial Revival. The absence of high front fences in these streets reinforces the link between buildings and Gardens. Dickens and Herbert Streets have experienced substantial redevelopment during the post war period although the apartments at nos. 23 and 25 are important survivors from the inter-war years, the former having a Mediterranean touch and the latter being Moderne with curved and stuccoed banding contrasting with clinker brickwork giving vertical emphasis.

The public buildings precinct is a pivotal element in the Area and well known throughout the metropolis. The façade of the massive Classical Revival Town Hall built for the Borough of St. Kilda in 1888 (portico 1925) looks back to Palladian Classicism and the English post Renaissance period and faces expansive public gardens with mature exotic trees that separate it from the Brighton Road/Carlisle Street intersection. Alongside is the old Brighton Road State School complex, representative of the best work of the Education Department in the mid – late Victorian period and having a characteristic bell tower surmounting the principal entry. The third important building attracted to this site and also taking advantage of the Brighton Road prospect is the freestone Holy Trinity Anglican Church with conical tower over the baptistry as its most unusual feature. To the north facing Chapel Street is the former Wesleyan (now Uniting) Church with a façade ascending from its north end to the bell tower on the south-east corner. These architecturally and historically noteworthy public buildings are encircled by main roads and electric tramway services, thereby creating a prominent island site.

The Ripponlea shopping centre has the timber Arts and Crafts influenced station buildings and footbridge overlooking the railway gardens at its west end. The shops along Glen Eira Road commence at this point with nos.15-27, built with a corner tower in the fashion of the day and extending in a consistent row along the north side of the street to no.73; Brinsmead's remarkable pharmacy having domed entries and show cases, lead light work and metal framing (1913). The south side of Glen Eira Road is also distinguished for its high level of integrity and is enhanced by the group of three former banks built for the State Savings Bank, the English, Scottish and Australian Bank and the Bank of Australasia.

The Carlisle Street shopping centre extends from St. Kilda Road to Westbury Street and is punctuated by the Chapel street tramway and the railway overpass, with its metal girders and sweeping bluestone abutments, now mostly concealed by shops. The public buildings precinct is located at its west end facing the recent municipal library, the discordant additions to the north wall of the Council Offices being strange companions with the self conscious pretensions of the library. Proceeding east, prominent buildings include the two storeyed red brick and stuccoed shops at the north-east corner of Carlisle and Chapel Streets. They were designed to address this important intersection and mark the point of entry to the main part of the centre when approaching from the west. These face a row of shops of similar date on the south side of the street at nos.109-123. There is powerful evidence of the centre's nineteenth century origins between this point and the railway bridge. On the north side, no.232 is a two storeyed Boom period row of three shops whilst on the south side there is the "Balaclava" hotel and the shops at nos. 153-157 and 173-175. Nearer to the bridge are the very simply stated two storeyed shops at nos. 187-189 and 191-193 alongside. In this "hub" area of the centre is the "Carlisle Hall", imparting historic interest as well as architectural presence to the street. Beyond the bridge, the ostentatious offices of William H. Creed, estate agent of c.1889 stand tall with their French style mansard roof and cast iron "widow's walk" from which one might well see the sea. "Pittard's Buildings", possibly built around the turn of the century are nearby as one moves eastward out of the identified Area.

The residential areas associated with the key elements described vary greatly. To the west of the Brighton Road, and especially on this boulevard, there are imposing residential buildings of all periods, demonstrating that it has always been a sought after locale. "Sherwood Hall" at 14 Hennessy Avenue is an exceptionally large Boom period villa residence in the grand manner, foreshadowing the high standard of construction that was to follow and being noteworthy for its two storeyed loggias, one of which, facing west (formerly to Tennyson Street) is bayed. It is, however, the inter-war apartments which overwhelm the neighbourhood. "Arawa" at 15 Wimbledon Avenue retains its unpainted rough cast surfaces and is characteristic of many with its shady balcony, low front fence and name, artistically placed over the lower porches.

The cul-de-sac development as a distinct and recurring pattern of subdivision in the area during the 1930's and 40's is evident in Garden Court, McCrae Street, Avoca Court and Southey Court. These inter-war cul-de-sac developments tend to be dominated by low-rise multi-dwellings such as flats, maisonettes or duplexes. Garden Court remains as a representative and intact example of such a development²¹⁴.

There are two triangular corner parks in Broadway which have mature *Platanus* sp., as does the street, and were planted during the inter-war period. They are overlooked by inter-war apartments and successfully demonstrate the highest civic planning and architectural standards of the period. "Belmac", at 77 Mitford Street facing the Dawkins Reserve as if it were the expansive domain of its residents is an example. Amongst the many extraordinary apartments in the neighbourhood are "De Mont Rose" at 1 Broadway, "Sante Fe" at 45 Mitford Street and "Las Palmas" alongside. They either face the reserves or are nearby. The tradition of apartment living has been carried through to the post-war period, the blocks at 76 Mitford Street, 39 and 44 Southey Street being exemplary.

²¹⁴ Heritage Alliance, *Heritage Assessment, Nos 1, 3 & 5 Garden Court, Elwood*, December 2007.

Circumstances are different on the east side of the Brighton Road where the railway made possible suburban living from an early date. The houses to the north and east of the public buildings precinct are predominantly nineteenth century workers cottages. To the east, in the area subdivided c.1890 as “Blenheim Park”, there are many late Victorian and Federation period cottages, now invariably defaced whilst apartment blocks have made significant inroads in recent years. Nevertheless, the terraced row in Gourlay Street at nos. 4-22 has withstood the pressures for change, presumably on account of its size and aesthetic appeal, and now forms the boundary of the identified Area in its neighbourhood. Nearby, the terraced rows facing the railway embankment running south from the Nightingale Street railway bridge form a discrete area, the bridge itself being unique for its evidence of knee braces in the bluestone abutments. “Grosvenor Mansions” at nos. 74-88 William Street show that apartment living found its way into this area during the inter-war period alongside the terraced row at nos. 58-72. To the north in the same street there are some fine Victorian detached villas demonstrating that Williams Street was and still is seen to be an attractive location. Still on the east side of the Brighton Road / St. Kilda Road alignment, the workers’ housing in Duke, Lynott, Glenmark and a section of Pakington Streets survives with a high level of integrity and is enhanced by the pitched drain and park at the north end of Lynott Street.

The nature of the urban landscape changes to the south of the old “Blenheim Park” area. Grosvenor and Bunning Streets mark the end of the period of late nineteenth century development. The area between Brighton Road and the railway line in the vicinity of Ripponlea station, including the area known as “Brunnings Estate” as subdivided in 1926, merges into a predominantly inter-war areas with spacious tree-lined streets are detached villas. The Victorian villas in Glen Eira Road including “Tringham” at no. 2 are more the exception than the rule, the apartments at no. 3 and the detached houses in Monkstadt Avenue being more typical. To the east of the railway station the houses to the north of Glen Eira Road are more commonly of the Federation period with some late Victorian villas. To the south, inter-war bungalows surround “Quat Quatta”, demonstrating the sequence in the development of the area in a manner not unlike Glen Eira Road.

6.11.2 History

Kearney’s map (1855) of this Area shows Carlisle Street, then “Beach Road” passing through open country with isolated residences until reaching St. Kilda Road at which point it takes on the character of a suburban street, but only on its north side. To the south were isolated houses located on extensive holdings. Around this time, though, Council was clearing the tree stumps in Southey Street, erecting street lamps, constructing pitched crossings and paving the streets in the vicinity of the Gardens with red gravel obtained from the Blessington Street area²¹⁵. The St. Kilda Botanical Gardens had been mostly laid out by 1861. By the time Cox’s map of 1866 had been published the St. Kilda and Brighton Railway Co had extended its line from St. Kilda through Albert Park to Chapel Street (Windsor) and on to Beach (Brighton Beach)²¹⁶. It passed mostly through open country between Carlisle Street and Hotham Street. The map also shows that there were many new houses facing Carlisle Street and many cottages had sprung up in Marlborough, Rosamond and Nightingale Streets. Further south between Grosvenor and Maryville Streets there are several houses on land that was on land that was mostly vacant in 1855. Extant public works include the main drain running via Bothwell Street and through the market reserve (the present public buildings precinct) and, of course, the Botanical Gardens. Finally today’s street grid can be much more easily recognised in the 1866 map, demonstrating that by this stage the principal thoroughfares had been laid out to serve a small number of property owners. The “Grosvenor” hotel, situated at the Grosvenor Street intersection, is a second early landmark, having been built in 1860. Another early hotel is the “Village Belle” at the Acland Street / Barkly Street intersection. The original building was erected in 1855 and the present structure in 1891. Bonwick’s

²¹⁵ Cooper, J.B., *The History of St.Kilda* (1931), v.1, p.140.

²¹⁶ The line was opened in its entirety on 21.12.1861.

“Hofwyl House Academy”, opened in 1862, was accommodated in the surviving bluestone building at 188 Barkly Street just up from the “Village Belle” from late in 1866 or early in 1867²¹⁷.

J. Vardy’s map of 1873 confirms that the northern half of the identified Area was expanding rapidly at this time. All of the land north of Carlisle Street and west of the Westbury Street is closely subdivided. Development is continuing to occur in the “Blenheim Park” estate and William Street and, curiously, there is a house on the present reserve in William Street next to the railway. To the east, the blocks are large and the occupants few. The market reserve is vacant and there is a small building noted as the “Trinity Church”, facing the Brighton Road / Chapel street intersection. To the north of the Botanical Gardens there is considerable suburban development whilst to the south circumstances are relatively unchanged from the time of Cox’s map. There are two houses on large lots facing the Gardens on the Tennyson Street side. The northern house appears to be unpretentious and was presumably demolished at the time of the Bundalohn Court subdivision but the southern house, “Corinella” had a verandah to its triple fronted façade overlooking the Gardens and appears to have been on the site of present Mozart Street. These houses, now long demolished, represent the first stage in the use of land facing the Gardens. It would appear that only the house at no. 55 and possibly “St. Albans” at no. 74 Blessington Street survive from this time.

On the old market reserve, the State School had been opened in 1874 and the addition of a second floor followed in 1887. The present Holy Trinity Church was built in 1882-83 and the municipal chambers and hall followed in 1890.

The consolidation and expansion of housing and commercial development throughout the Area continued throughout the late nineteenth and early twentieth centuries. The Brighton Road cable tramway was opened on 11.10.1888 with a depot at the Brunning Street terminus alongside the “Grosvenor” hotel. The Prahran service, which terminated in Chapel Street outside the present Holy Trinity Church from 26.10.1888, had a depot close to the Carlisle Street intersection on the site of the present two storeyed shops. The surviving nineteenth century housing stock and the shops in Carlisle Street and Brighton Road owe their existence, in part, to the opening of these routes. To the west, development was greatly facilitated by the opening of the Victorian Railways’ “electric street railway” from St. Kilda station down Barkly and Mitford Streets in 1906. By this time, Mitford Street, and Southey Street north of Milton Street was quite intensively occupied. There was a railway station at Ripponlea. Several houses on Glen Eira Road east of the railway had been built but the land on which the Glen Eira Road shops were to be built remained vacant. The new MMBW sewage map, 1889, shows an extensive holding for Brunnings Nursery, occupying the majority of the land from Maryville Street through to Brunnings Street’. Carlisle Street was intensively built up as a shopping street, commencing at Chapel Street and finishing at Blenheim Street, just east of the railway bridge. The William Street and Gourlay Street terraces noted above had been built and the house by the railway embankment, situated on the present gardens in William Street, was soon to have another three houses to its immediate north. Gourlay Street and The Avenue were almost fully built up all the way to Hotham Street whilst the land to the north as far as Carlisle Street was, with the exception of the big houses facing the principal thoroughfares, unoccupied. At the State school on the Brighton road an infant school building was provided in 1914.

It was during the inter-war years that the character of the remaining undeveloped land was transformed by the construction of detached villas and apartments. The route of the Victorian Railways tramway and its immediate surrounds was popular for apartments and houses as was the land between this area and the Brighton Road. “Hartpury Court” at 111 Milton Street is of special note as an Elizabethan style complex, having been erected in 1923. The electric tramways of the Prahran and Malvern Tramways Trust tapped the cable routes at their termini and eventually took over altogether. The Brighton Road cable tramway was replaced on 29.8.1926. Its extension beyond the old terminus facilitated the development of the vacant land south of Brunning’s extensive nursery in Maryville Street all the way to Glenhuntly Road. Brunnings Nursery was sold in 1926 to be subdivided for housing in stages including

²¹⁷ Bick, D., *op.cit.*, p.103.

the creation of Los Angeles Court and Somers Street, and the incremental / phased development of Albion Street. The southern side of Albion Street, west of the railway through to the pedestrian laneway was developed prior to 1926; west of the pedestrian laneway was developed for housing as part of the Brunnings Estate subdivision in 1926, along with no. 3 – 9 on the north side. The remainder of the north side of Albion Street, including west of the railway line and the property fronting Brighton Road were developed prior to 1926. The “Queens Arms” hotel recalls the expansion associated with the improvements to public transport services having been opened in 1924.

In recent years, the popularity of the land around the Botanical Gardens has attracted considerable re-development resulting in a post-war transformation in the character of Herbert, Dickens and Tennyson Streets. The same is true elsewhere to the west of the Brighton road whilst on the east side, the old “Blenheim Park” subdivision has sustained considerable change, together with the workers’ cottages east of the railway.

6.11.3 Thematic Context

- Building settlements, towns and cities:
- Planning urban settlement
- Making suburbs
- Supplying urban services (transport)

6.11.4 Statement of Significance

The Elwood – St. Kilda Botanical Gardens – Balaclava Ripponlea Area is both extensive and architecturally diverse. It is culturally important especially on account of the influence of the St. Kilda Botanical Gardens, the Brighton road, the Brighton Beach railway and the public buildings precinct at the site of the former market reserve which collectively impart civic distinction. The residential areas are noteworthy for their late Victorian, Federation period and inter-war housing; the apartments of the latter period and the terraces of the former being especially noteworthy. The intact inter-war buildings within the Brunning’s Estate demonstrate the development of that nursery post 1926. The capacity of the Area to inform the observer about past lifestyles and living standards is important, there being great diversity evident during the major contributory development periods. The Brighton road has further distinction for the manner in which it has attracted residential development of a high standard. Finally, the street trees and smaller parks are invariably important elements, having their origins in the inter-war period and on occasions being also overlooked by buildings of the period to create urban landscapes representative of the highest urban planning standards of the day. The shopping centres are also distinguished for their high levels of integrity, Carlisle Street reflecting through its buildings the phases in its growth. The Glen Eira Road centre, in conjunction with the railway station and railway gardens, is highly representative of the era of the Great War, enhanced by the group of inter-war banks towards its east end.

6.11.5 Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay Table in the Port Phillip Planning Scheme.

6.11.6 Assessment

Andrew Ward, July, 1998. (Revised August, 2000)

Source: SLV Extract from Commander Cox’s 1866 Survey of Hobsons Bay and the Yarra River. Source: SLV.

Extract from H. Vardy’s Map of St. Kilda:1873.Source: City of Port Phillip Archives.

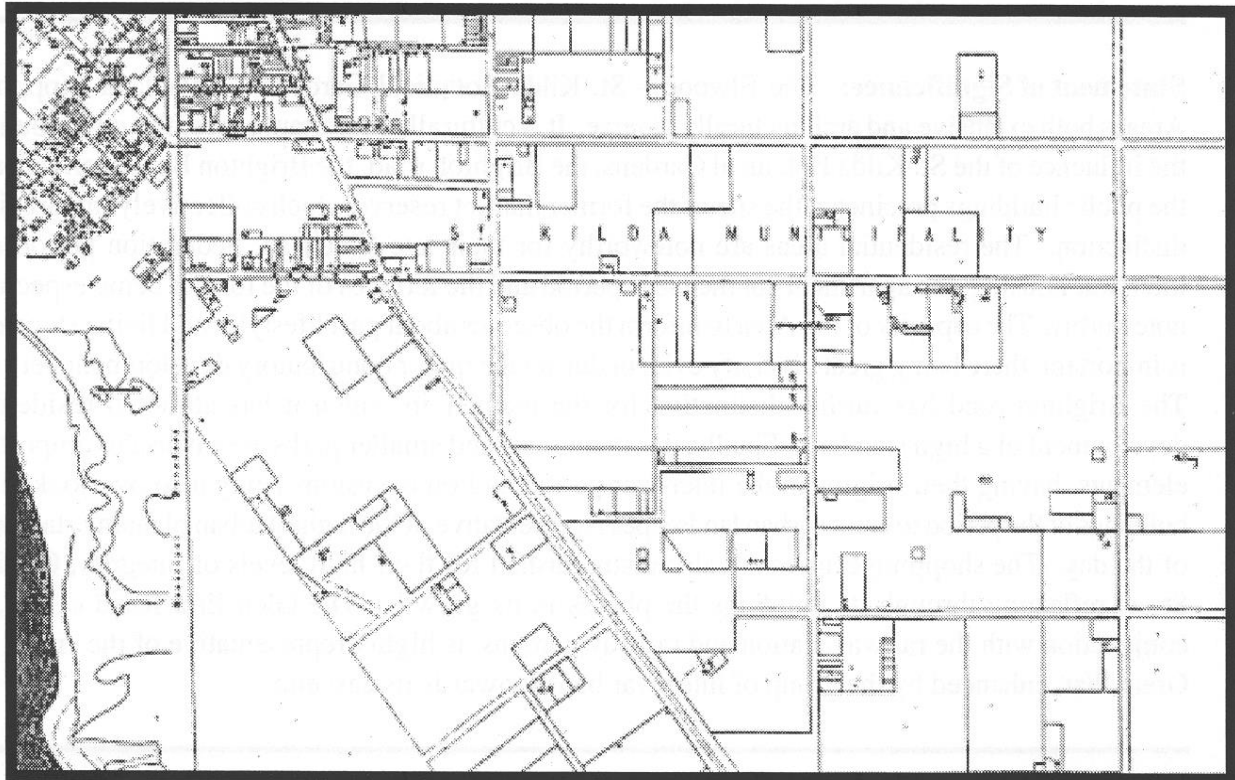


Figure 6.11-1 –

Extract from H. Vardy's Map of St. Kilda: 1873. Source: City of Port Phillip Archives.

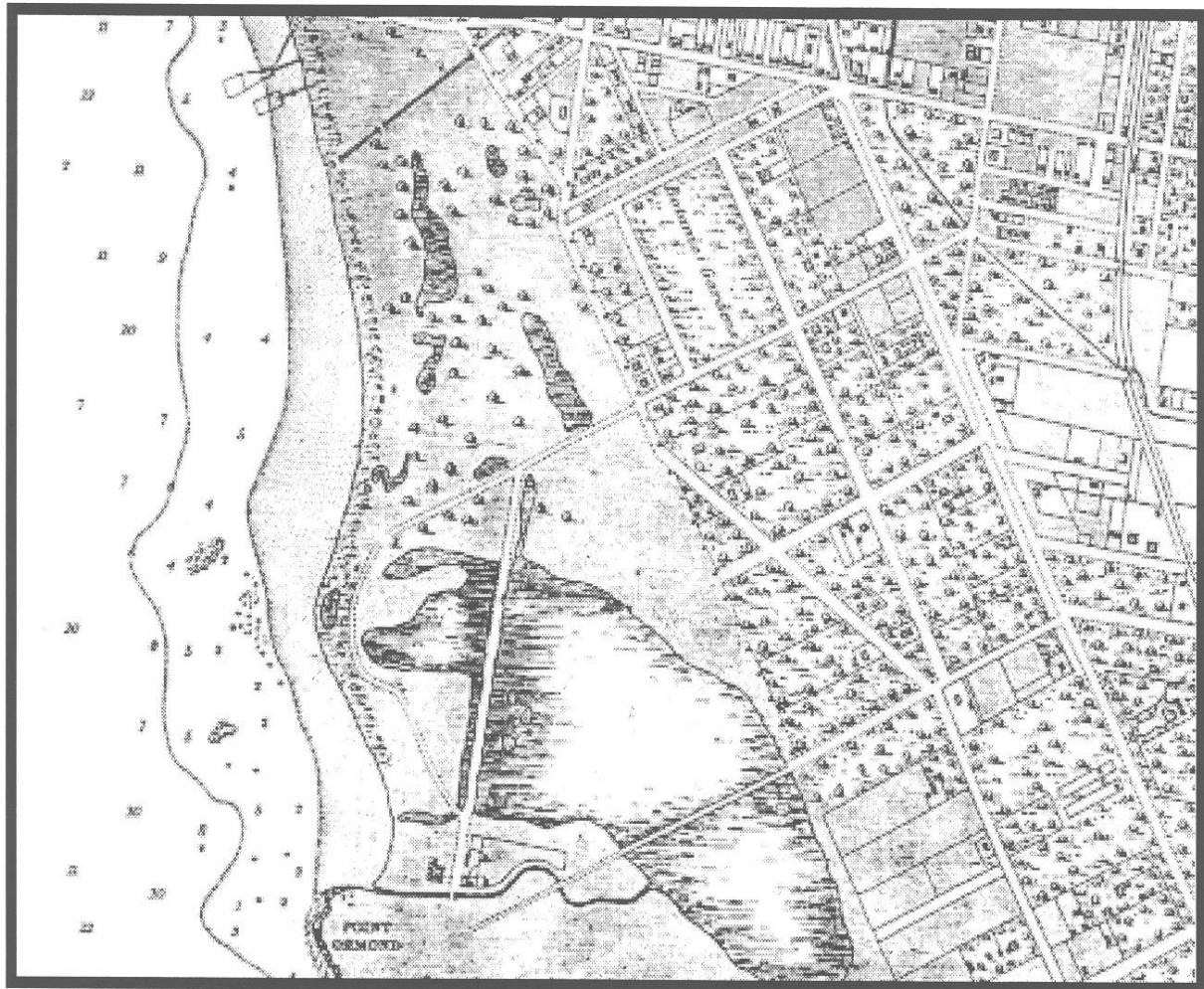


Figure 6.11-2 – Extract from Kearney’s 1855 Map of Melbourne prepared by Captain Andrew Clarke, Surveyor General.

Source: SLV

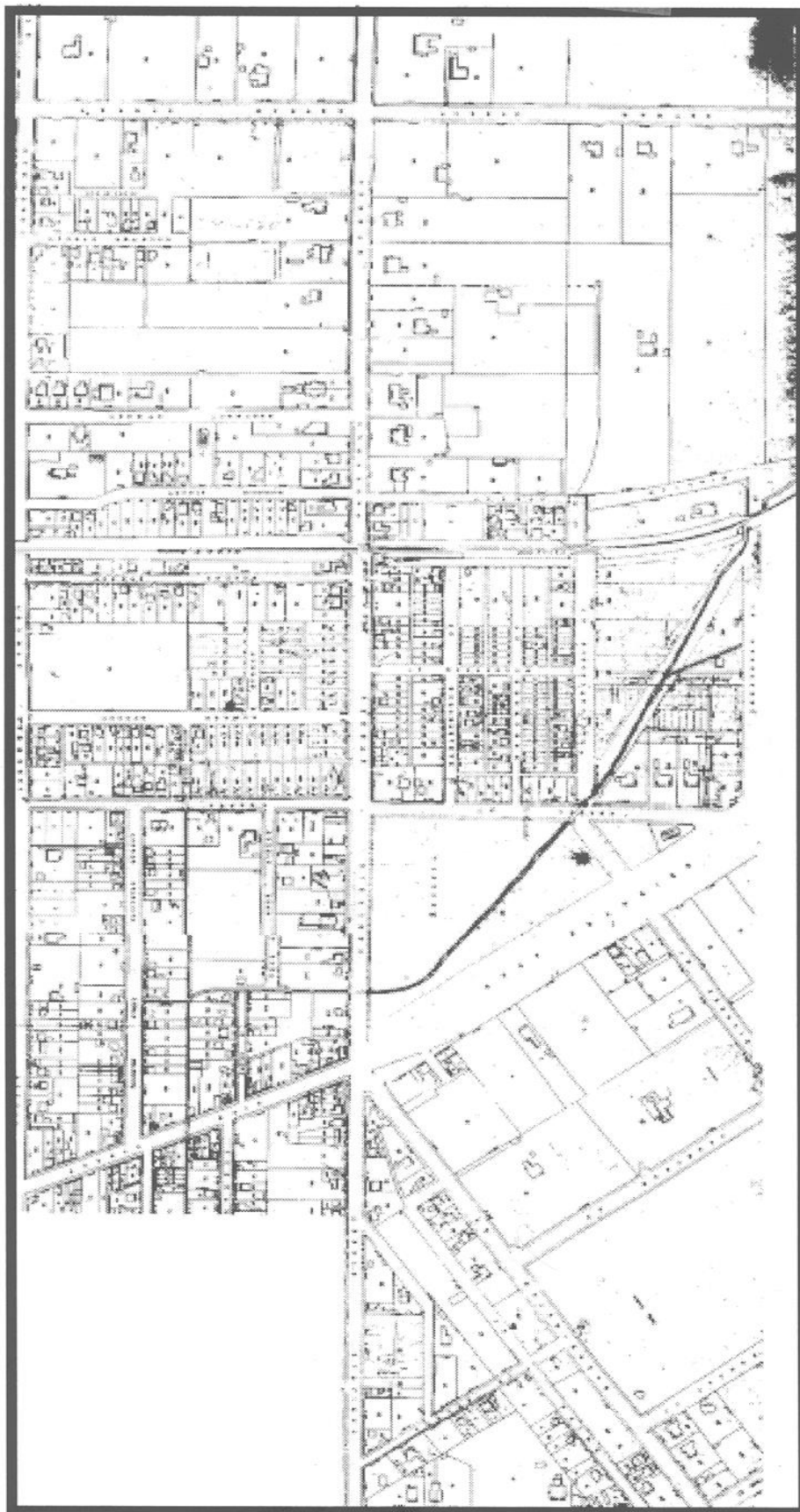


Figure 6.11-3 – Extract from H. Vardy's map of St. Kilda: 1873

Source: City of Port Phillip Archives

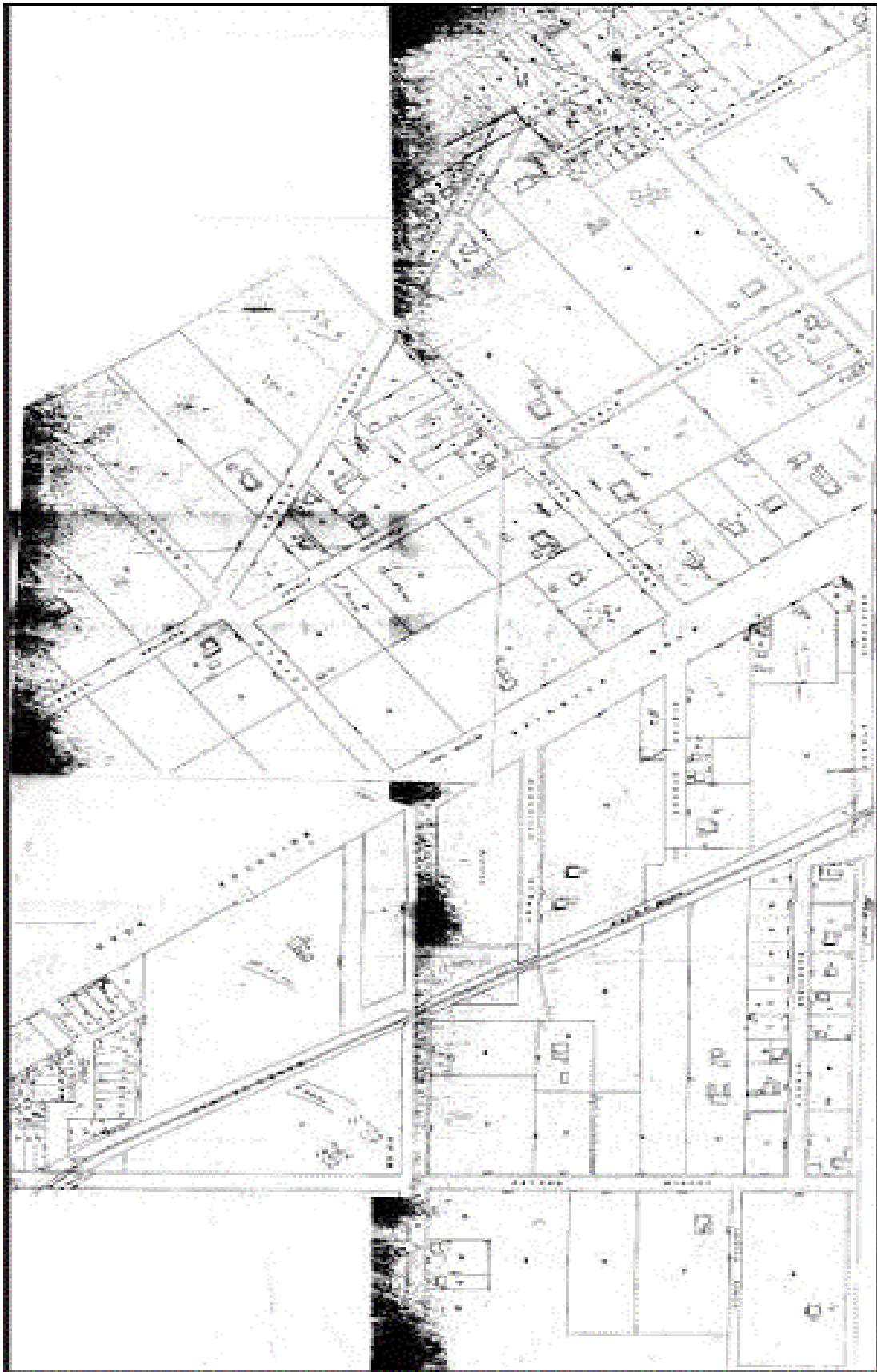


Figure 6.11–4 – Extract from J. Vardy's map of St. Kilda: 1873

Source: City of Port Phillip Archives



Figure 6.11-5 – Carlisle Street, looking west from the railway bridge c.1862.

Source: Cooper, J.B., op. cit., v.1, p.208.



Figure 6.11-6 – The Red Bluff, c.1875

Source: Cooper, J.B., op. cit., v.1, p.20.



Figure 6.11-7 – Brighton Road, 1931.

Source: Cooper, J.B., op. cit., v.2, p.132.



Figure 6.11-8 – The St. Kilda City Hall dominates the Carlisle Street/Brighton Road intersection and forms a group of public buildings with the St. Kilda School and the Holy Trinity Anglican church



Figure 6.11-9 – The St. Kilda Botanical Gardens, Blessington Street gates.



Figure 6.11-10 – The Glen Eira Road centre commences at the railway line with this group of shops erected in 1912. Though transformed by the present coat of paint, the façade treatment is representative of the centre yet enhanced by the corner tower.



Figure 6.11-11 – Voguish Los Angeles Court recalls through its name the years of American West Coast influence on villa styles and forms a distinctive urban environment today with Monkstadt Avenue, behind the camera.