



GLEN EIRA
HERITAGE REVIEW OF
CAULFIELD MAJOR ACTIVITY
CENTRE

FINAL REPORT

2022



ARCHITECTS +
COULTANTS

ACKNOWLEDGEMENT OF COUNTRY

Glen Eira City Council acknowledges the Boonwurrung/Bunurong and Wurrundjeri Woi Wurrung peoples of the Eastern Kulin Nation as Traditional Owners and Custodians, and pays respect to their Elders past, present and emerging. We acknowledge and uphold Traditional Owner's continuing relationship to the land and waterways.

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Contemporary and historical sources utilised in the preparation of this report are acknowledged and referenced.

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1 INTRODUCTION

1.1 Brief

The Glen Eira Heritage Review of the Caulfield Major Activity Centre 2022 report has been prepared by RBA Architects + Conservation Consultants for the City of Glen Eira.

The purpose of this document is to outline the background, approach, methodology, and final recommendations of the study. It provides citations for four new or revised heritage overlays – two new individual heritage places and two updated heritage precincts within the Study Area.



Caulfield Major Activity Centre Study Area, outlined in blue.

(Source: courtesy of Glen Eira GIS)

The review has consisted of a preliminary assessment of the Study Area for places of potential heritage significance and the preparation of a final report and citations.

The Caulfield Racecourse Reserve and stables adjacent to the Reserve formed part of the preliminary assessment of the Study Area. Due to the size and complexity of the Racecourse Reserve and related stables, it was decided

to separate and fast-track the completion of that aspect of the review. The Caulfield Racecourse Reserve is currently being evaluated for State heritage significance by the Heritage Council of Victoria. The citation for the Racecourse is not included within this report as it has been previously adopted by Council.

1.2 Background

Previous Heritage Studies

Caulfield North and Caulfield East were assessed as part of the *City of Caulfield Urban Conservation Study* (1990) and the *Glen Eira Heritage Management Plan* (1996), both by Andrew Ward.

1.3 Acknowledgements

The authors are grateful for the assistance provided by the City of Glen Eira officers and personnel of the Glen Eira Historical Society.

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking this phase of the Glen Eira Heritage Review was in accordance with the processes and criteria outlined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, known as the *Burra Charter* (Australia ICOMOS, 2013). The key tasks included:

- Site inspections,
- Preliminary historical research and analysis of the extant fabric in relation to documentary evidence where applicable,
- Preparation of a physical description,
- Assessment of the significance of each site based on the research and the extant fabric, and
- Preparation of citations (statement of significance, history and description) for those places warranting heritage protection, with reference to the relevant HERCON criteria.

In addition, the process has complied with the Planning Practice Note 1 issued by the Victoria Land, Water and Planning Department, *Applying the Heritage Overlay – Planning Practice Note*, August 2018, which provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing statements of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance.

RBA has prepared a glossary of specialised architectural language commonly utilised in the citations, which is attached in Appendix A.

2.2 Site Inspections

Site surveys were largely limited to a visual assessment of each property from the perimeter and were undertaken during March and April 2019, though most sites were subsequently revisited.

Each place, both individual and those in precincts, was photographed. The (likely) period of construction of all buildings was recorded on maps, and major alterations or additions were also noted.

2.3 Research

Various primary and secondary sources were consulted, as listed below. The purpose of this historical research was to assist in determining the heritage significance of a place and not necessarily documenting every occupant and/or owner or association, etc.

Primary sources have included:

- Photographs, including aerial photographs held by the State Library of Victoria (SLV), Trove, Public Record Office Victoria (PROV), National Library of Australia (NLA), National Archives of Australia (NAA), the University of Melbourne, Landata, and the Glen Eira Historical Society,
- Melbourne Metropolitan Board of Works (MMBW) Plans held by the SLV,
- Various newspapers from Trove, especially the major metropolitan newspapers such as the *Argus*, the *Age* and the *Herald*,
- Sands & McDougall's directories,

- Parish plans,
- Certificates of Title,
- Subdivision plans,
- Auction Notices,
- Rate books and electoral rolls (accessed via Ancestry.com),
- Building files held by the Glen Eira City Council, and
- Australian Architectural Index.

Key secondary sources providing information about the study area have included:

- Dr Geulah Solomon, *Caulfield's Heritage*, 4 vols., 1989,
- Various articles/authors, *eMelbourne: the city past & present*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online, and
- Peter Murray and John Wells, *From sand, swamp and heath ... A history of Caulfield*, City of Caulfield, 1980.

2.4 Analysing the Extant Fabric

A prerequisite for understanding a place's potential significance is the analysis of extant fabric. Such an investigation requires an understanding of a place's development, the intactness and/or integrity of the remaining fabric, and a comparison with other similar places (if they exist).

Intactness and Integrity

A vital aspect of the assessment is to determine the level of intactness of the remaining building fabric. Typically, places of individual significance are largely intact, including their form, original material palette, and detailing (such as windows and doors, chimneys, verandah or porch, decorative elements, etc.). In some instances, a greater degree of alteration may be acceptable if the item is rare or considered to embody a high level of historical or another type of significance.

In regard to the issue of intactness and integrity, the definitions provided by *The Victorian Heritage Register Criteria and Threshold Guidelines* were followed:

- Intactness: refers to the degree to which a place or object retains its significant fabric. Intactness should not be confused with condition – a place may be highly intact but the fabric may be in a fragile condition.
- Integrity: refers to the degree to which the heritage values of the place or object are still evident and can be understood and appreciated (for example, the degree to which the original design or use of a place or object can still be discerned). If considerable change to a place or object has occurred (through encroaching development, changes to the fabric, physical deterioration of the fabric etc.) the values may not be readily identifiable and the place or object may have low-level integrity.

Typically, the issue of intactness and integrity – the ability to 'read' a place as to how it appeared or functioned originally or has evolved over time (if such developments contribute to its heritage value) – is considered critical in determining heritage significance.

The key consideration is whether later intervention/s or cumulative change has critically compromised the presentation and/or the significance of a place. This question is assessed on a case-by-case basis.

Generally, non-visible alterations and/or additions to the original fabric (predominantly at the rear of a building), including partial demolition, have been considered to not unduly impact the heritage significance of a place in a local context.

2.5 Assessment of Significance

Each Statement of Significance is provided in the recognised, three-part format of:

- What is significant?
- How is it significant?
- Why is it significant?

For precincts, all the contributory and non-contributory places are listed within the 'What is significant?' section. The numbers for buildings (primarily retail/commercial types), which include more than one premises are combined, e.g. nos 113-117.

Burra Charter

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this report.

As outlined in the *Burra Charter*, the criteria considered include aesthetic (including architectural), historical, scientific (or technical), social, and spiritual values. These values have been translated into the HERCON Criteria.

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier and much-used Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the aforementioned practice note that 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.'

Reference to the relevant HERCON criteria is outlined in a table at the end of the data sheets. The criteria are outlined in the following table.

Criterion	Definition
A	Importance to the course, or pattern, of our cultural or natural history (historical significance).
B	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).
C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
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)
H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

Thematic History

The *City of Glen Eira Environmental Thematic Environmental History [Refresh] 2020* by Built Heritage Pty Ltd was employed to understand the municipality's thematic context and identify comparative places.

Comparative Analysis

An important aspect of any heritage assessment is comparing a place with others of its typology within the municipality in order to determine how the site in question differs from other similar examples.

An understanding of the thresholds for local significance was based on reviewing the statements of significance for existing heritage overlays within the City of Glen Eira and the *City of Glen Eira Environmental Thematic Environmental History [Refresh]*, as well as the authors' experience of similar examples more broadly across Victoria.

2.6 Citation Format

A citation was prepared for each place and precinct recommended for inclusion in the Schedule to the Heritage Overlay in the Glen Eira Planning Scheme. Each citation includes:

- Name and address,
- Level of Significance (local/state),
- Construction date/s,
- Period/s,
- Date Inspected,
- Images,
- Statement of Significance,
- Description,
- History,
- Thematic Context and Comparative Analysis,
- Previous Assessment,
- Heritage Overlay Schedule Controls, and
- Extent of Heritage Overlay.

2.7 Precinct Gradings

Within precincts, places are graded either contributory or non-contributory, the definitions of which are provided below:

- **Contributory:** The place is a contributory element within a larger heritage precinct. A contributory element could include a building or building parts such as rooflines, chimneys, verandahs or other structures or works such as landscaping, front fences or paving.
- **Non-Contributory:** The place is not individually significant and does not contribute to the Heritage Precinct.¹

¹ Clause 22.01 (Heritage Policy), p8

Places may also be individually significant and contribute to the significance of the precinct and will have their own Statement of Significance.

Threshold for Contributory Grading

For the purposes of assessing the contribution, or not, of an individual item (usually a building) to the significance of the precinct, an approach has been adopted in keeping with good heritage practice (as outlined in *The Burra Charter*).

In the Review, a place has been attributed a contributory grading if the following apply:

- It contributes to the character of the streetscape/precinct, and
- It was constructed during the period of significance (identified as the main or secondary phases of development in the statement of significance), and
- It is an intact example or a place which though altered, remains largely identifiable as an example of its type/period, and
- It typically retains its form, most original materials, and at least some original detailing (which might include openings [windows + doors], chimneys, verandah or porch, decorative elements, etc.),
- Generally, any changes that have occurred are reversible, allowing for accurate reconstruction in accordance with the *Burra Charter*,²
- If it forms part of a similar group, then it could be more altered if other examples in the group are intact,
- If there are visible additions, they are sufficiently set back such that the original section is not overwhelmed and the original roof form remains legible.

² The *Burra Charter* defines reconstruction as a 'means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material' Article 1.8

3 STUDY AREA

3.1 Historical Overview

Caulfield developed from 1854 when the first land sales were held in the area. Local government was established with the proclamation of the Caulfield District Roads Board in 1857 and by the mid-1860s, when a school was opened, the population was about 500. With the opening of the first train station in 1879, initially for the Oakleigh and Gippsland line, and two years later also for the Mordialloc line, more rapid development ensued though there were many acres being employed for market gardening. The most rapid growth phase in the area was from 1900 to 1920.³

By 1931, as evident in the following aerial, extensive development had occurred in the Study Area.



1931 aerial photograph of the Study Area.

(Source: Maldon Prison, Maldon Prison Run 25, Frame 2477, Landata)

A similar level of development is also evident in the 1945 aerial photograph, reproduced below.

³ 'Caulfield', <https://www.victorianplaces.com.au/caulfield>, accessed 22.05.19



1945 aerial photograph of the Study Area.
(Source: Melbourne and Metropolitan Project, Landata)

3.2 Existing Overlays

There are currently a limited number of places affected by the heritage overlay either within or in close proximity to the Study Area. Two of these heritage places are included on the Victorian Heritage Register (VHR) as State-significant sites. Details of the existing heritage overlays are summarised in the following table.

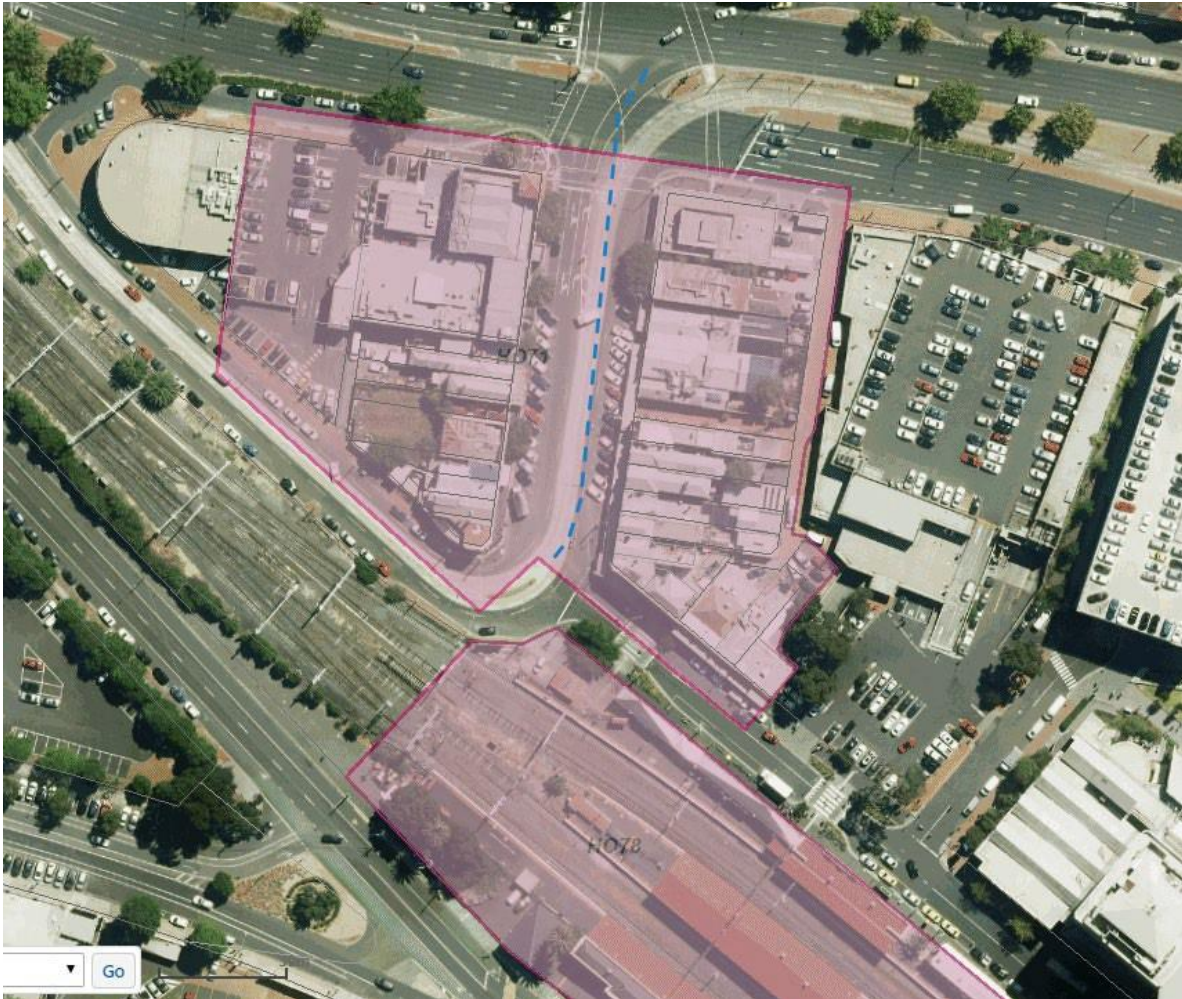
HO	Name and Address	Description	VHR
HO65	Sir John Monash Drive, Caulfield East, Monash University Building D (part), former Caulfield Technical School	Interwar period, 1922, two storey red brick educational building	No
HO71	Derby Road and Environs, Caulfield North	Small commercial precinct with buildings dating to the Victorian, Federation and interwar periods	No
HO78	Caulfield Railway Station Complex, 1 Sir John Monash Drive, Caulfield North	Late Federation period complex (1913-14)	Yes, H1665
HO85	Caulfield Railway Station Canary Island Pines [sic], Sir John Monash Drive, Caulfield North	Row of Canary Island Date Palms to the east of the station	No
HO91	22, 24, 24A & 24B Kambrook Road, Caulfield North	Two storey, Victorian period commercial building, constructed by George Wybar	No
HO93	1 Bond Street, Caulfield North	Victorian period – timber stables and single storey house	No
HO94	'Lord Lodge', 30 Booran Road, Caulfield East	Training complex adjacent to racecourse established in 1890, villa with tower and stables	Yes, H0071
HO95	32 Booran Road, Caulfield East	<i>Tecoma</i> , Victorian period (1892) villa and trees	No
HO101	Cnr Sir John Monash Drive & Dandenong Road, Caulfield East Monash University Buildings D (part) & E, former Art & Applied Science Wing	Post-WWII period, 1950, Moderne style, cream brick and render, with corner tower	
HO121	16 Kambrook Road, Caulfield North	<i>Hollywood</i> , Victorian period, rendered villa with an elaborate parapet, possibly built by George Wybar	No
HO122	196 Kambrook Road, Caulfield North	<i>Glencoe</i> , Victorian period (1888), polychrome brick villa	No
HO153	20 Kambrook Road, Caulfield North	Single storey, Victorian period villa, possibly built by George Wybar	No

3.2.1 Derby Road and Environs (HO71)

Derby Road and Environs (HO71) was initially identified in the *Glen Eira Heritage Management Plan*, although it was originally named the 'Derby Road Historic Area'. This small commercial precinct also included the Caulfield Railway Station, which is included on the VHR and has its own heritage overlay number in the planning scheme (HO78).

Map

The following map outlines the boundaries of HO71, and partly HO78 (Caulfield Railway Station Complex)



Aerial showing the boundaries of HO71 and HO78.

(Source: Vicplan)

Statement of Significance

The following Statement of Significance derives from Ward's *Glen Eira Heritage Management Plan* (vol. 2, dated 1996, p36):

The Derby Road proposed Urban Conservation Area is significant at the metropolitan level as a predominantly Edwardian shopping centre associated with the Caulfield Racecourse and having a distinctive urban form determined by its short length and accentuated by a double line of electric tramway. Its architectural significance is established by the diversity of its street architecture and railway station and is enhanced by their substantially intact state.

4 PRELIMINARY WORK

4.1 Preliminary Findings

A walking inspection of all places within the Caulfield Major Activity Centre was initially undertaken in 2018. Data sheets were prepared for potential heritage overlays listed in the following tables.

Individual Places

Three individual places were recommended for further investigation and preparation of citations.

Name	Address	Date/Period	Details
Building F-MUMA, Monash University	900 Dandenong Road, Caulfield North	1967-86/Late 20 th century	Multi-storey, International style. Unknown architect
Former Caulfield Substation	98 Queens Avenue, Caulfield East	Early 1920s/Interwar	Victorian Railways
Rail Underpasses	Queens Avenue + Smith Street, Caulfield East + North	late 1880s and early 1900s	Red brick and basalt coping Victorian Railways

Precincts

Two new precincts were recommended for investigation and preparation of citations.

Name	Address	Date/Period	Details
Caulfield Racecourse Reserve	Station Street, Caulfield East	Federation to Post WWII	Several buildings and structures, mainly to the north end. Also some trees. NB. The citation for Caulfield Racecourse Reserve was prepared and a planning scheme amendment commenced prior to the completion of this current document.
Heywood Street	1-11 Heywood Street 19-25 Normanby Road, Caulfield North	1912–1918/Late Federation	Small precinct of economic versions of the Queen Anne style

Expansion of HO152

It was recommended that HO152, the Normanby Road and Environs precinct, was enlarged to accommodate four nearby houses in Balaclava Road – nos 344, 347, 349 and 351. The three houses on the south side (odds) were known or likely to have been built by or have associations with George Wybar, who was a principal developer of the existing precinct in the late Victorian period. These four intact, good-quality houses are very similar to, or broadly commensurate with, those in HO152.

Review of HO71

The Derby Road and Environs precinct (HO71) remains largely intact and includes contributory building fabric from the 1880s through to the late 1930s. Many buildings date to the Federation period, with some from the earlier Victorian period and the late interwar years. The building stock is generally distinctive/of a high standard, and a few shopfronts are intact. Some buildings are known to be architect-designed, and several others are likely to be as well. There can be no doubt that this group of buildings reaches the threshold for a heritage overlay.

It was recommended the citation was updated to meet current industry standards. The existing citation in the *Glen Eira Heritage Management Plan* was prepared over twenty years ago (1996) and while the basis of the statement/citation was sound, it provided limited detail by which to understand the significance of many of the extant and notable buildings in the precinct. It also in part related to the Caulfield Railway Station which is in a separate heritage overlay (HO78).

4.2 Further Review

Balaclava Road Victorian Group

On the basis of further investigation into George Wybar's and his family's land ownership and construction activity in the area (relating to HO90, HO91, HO152, and HO153), it was decided that there was greater continuity with HO90 (330-338 Balaclava Road, Caulfield North) rather than HO152 (the Normanby Road and Environs Precinct, Caulfield North) for the additional places on Balaclava Road, east of Kambrook Road.

The late Victorian double-fronted timber cottage at 326 Balaclava Road is an uncommon example of its type in this part of the municipality. Most of the late 19th-century dwellings in Caulfield are brick, though there are some timber examples in the Elsternwick area.

Rail Underpasses

Given there were other examples of rail underpasses in the municipality and their future was uncertain in light of potential change associated with the Level Crossings programme being undertaken by the State government, this item did not proceed to the preparation of a full citation.

Caulfield Racecourse

With the preparation of the citation, further research and analysis were undertaken such that the extent of the proposed heritage overlay was enlarged to cover the whole extent of the public reserve, including the tracks and the Flats, and two of the stables buildings along the Booran Road – the Community and Booran stables. As noted above, the completion of a citation for Caulfield Racecourse preceded this report. The relevant citation has already been adopted by Council.

Heywood Street Precinct

Based on further investigation and comparative analysis of Heywood Street, it was considered appropriate not to proceed with this precinct. While the area is generally intact, it was considered that there are other existing heritage overlays displaying Queen Anne-style timber villas in a more comprehensive manner, including the Bailey Avenue and Myrtle Street Precinct (HO68) and Carnegie Residential Precinct (HO178).

5 FINAL REPORT

5.1 Findings

Further research and analysis undertaken during 2019 have confirmed that the two proposed heritage overlays (two individual places) warranted a recommendation for inclusion in the Schedule to the Heritage Overlay in the Glen Eira Planning Scheme. In addition, an existing precinct has been proposed to be expanded (HO90) with a new citation prepared, and a citation has been updated for an existing precinct (HO71) with no boundary change.

The proposed citations for these places are included in Appendix C.

5.2 Individual Places

The following two places have been recommended for heritage protection.

Name	Address	Details
Building F (Former Diploma Block)	900 Dandenong Road, Caulfield North	Built in 1967-68 to a design by the Victorian PWD, evolving from 1961. It is a substantial example of the International Style in the municipality.
Caulfield Railway Substation (Former)	98 Queens Avenue, Caulfield East	A large, concrete structure built in 1920-22 to a design developed by English engineering firm of Merz & McLellan. Interwar Commercial Palazzo style A large, concrete structure built in 1920-22 to a design developed by English engineering firm of Merz & McLellan. Constructed by Victorian Railways

The proposed citations for these places are included in the Appendix C.

5.3 Precincts

The following table summarises the recommended precincts and any changes to the existing heritage overlays.

Name	Details
Balaclava Road Victorian Group	An expansion of HO90, listed as 330-338 Balaclava Road, Caulfield North, to include 5 additional Victorian period properties in Balaclava Road (nos 326, 344, 347-351). The additional places except no 326 were owned/erected by George Wybar and his family during the late 19 th century.
Derby Road Precinct	HO71, refer below for details.

The proposed citations for these precincts are included in the Appendix C.

5.3.1 Review of HO71

The review of the Derby Road and Environs precinct (HO71) has confirmed it more than adequately meets the threshold for inclusion in the Schedule to the Heritage Overlay as a place of local heritage significance.

The existing boundaries are appropriate and are recommended to be retained.

Given that most of the building stock addresses Derby Road, it is recommended the name could be shortened to the 'Derby Road Precinct'.

A more comprehensive citation has been prepared that meets contemporary standards (refer to Appendix C).

Contributory Buildings

In the *Glen Eira Heritage Management Plan*, the following places were listed as contributory elements:

- Derby Road: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 12, 13, 14, 15, 17, 19, 20-24, 25, 26
- Sir John Monash Drive: 11-12, 12A, 13-14, 15-17
- Tram overhead wire pole nos. 16, 17, 51, 54, 54A, 55-59

The contributory places have remained consistent except for 9-11 Derby Road (only the facade remains), 13 Derby Road (recently demolished), and 17 Sir John Monash Drive. Assigning street numbers is challenging in parts of the precinct, given that some consolidation has occurred. For example, no. 12A has been noted as a Contributory building (there are three tenancies within the building previously noted as 13-14 Sir John Monash Drive).

Contributory places/items:

- Derby Road: 1, 2, 3, 4, 5, 6, 7, 8, 9-11, 10, 12, 14, 15, 17, 19, 20-24, 25, 26
- Sir John Monash Drive: 11-12, 12A, 13, 14, 15-16
- Tram overhead wire poles: 53 (in front of 14 Derby Road), 54 (in front of 2 Derby Road), and 58 (north side of Sir Monash Drive, west of Derby Road)

Non-contributory places:

- 13 and 28 Derby Road and 17 Sir John Monash Drive

A policy advice note for the heritage management of HO71 is attached in Appendix B.

Tram Overhead Poles

Eleven overhead tram poles were noted as contributory items in the original citation and Clause 22.01 (Heritage Policy).

Poles of varying ages are evident in the precinct, some of which are redundant. It should also be noted that the same numbers are used on poles opposite or near each other, a few are unnumbered, and some of the identified poles are outside the current precinct boundary.

Within the current precinct boundary, three original poles (1913 type) exist:

- No. 53 - east side of Derby Road, in front of no. 14,
- No. 54 - east side of Derby Road, at the corner of Sir John Monash Drive, in front of no. 2,
- No. 58 - north side of Sir John Monash Drive, west of Derby Road, in front of car park.

One pole is located within the extent of registration of the Caulfield Railway Station Complex (HO78):

- No. 54 (east side of Derby Road, at the corner of Sir John Monash Drive, in front of no. 2),

Nearby in Sir John Monash Drive, west of Derby Road, but outside the HO71 boundary are three others:

- No. 57 - south side, opposite rear lane (behind 1-19 Derby Road)
- No. 58 - opposite that noted above on the north side of the street,
- No. 59 - north side, in front of side of 840 Dandenong Road.

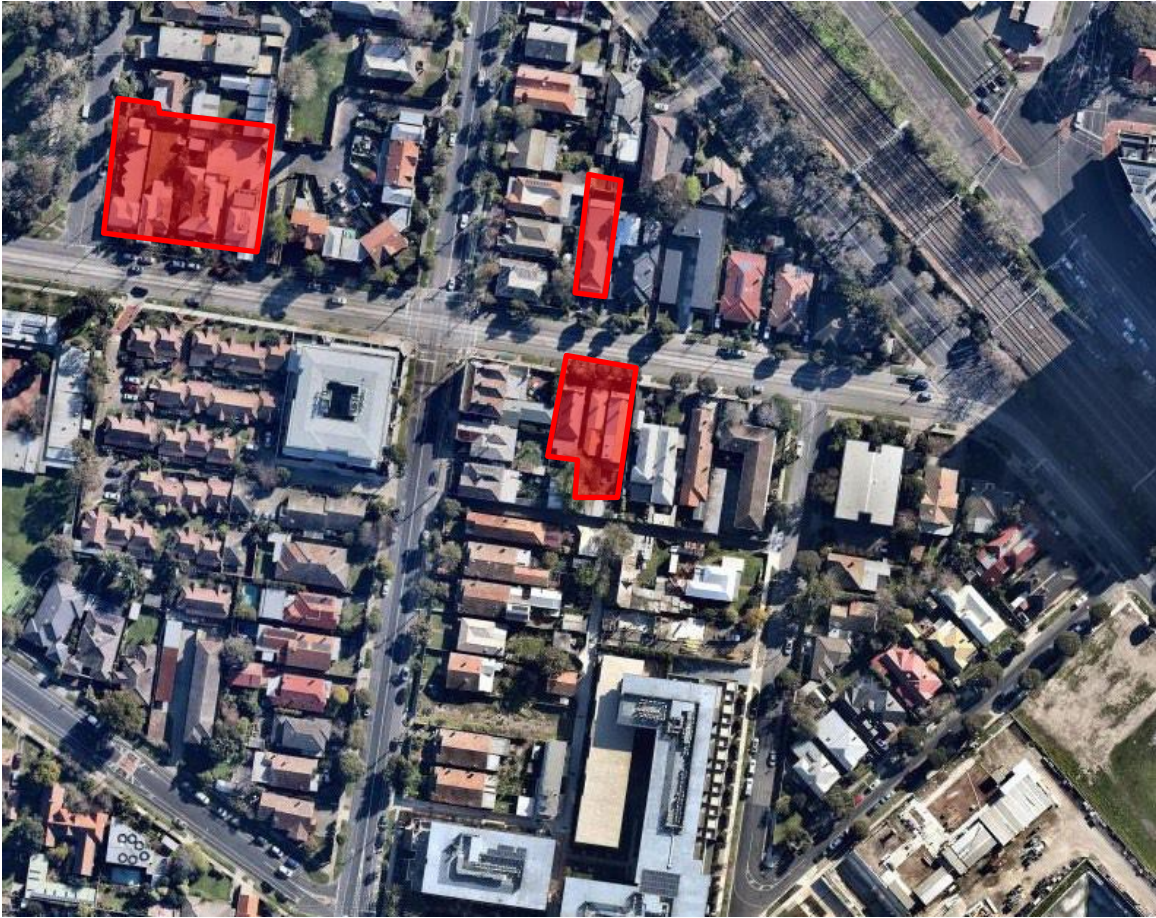
5.4 Maps

The following maps locate the proposed heritage overlays.

Map 1

Map 1 outlines the following two precincts:

- Balaclava Road Victorian Group,

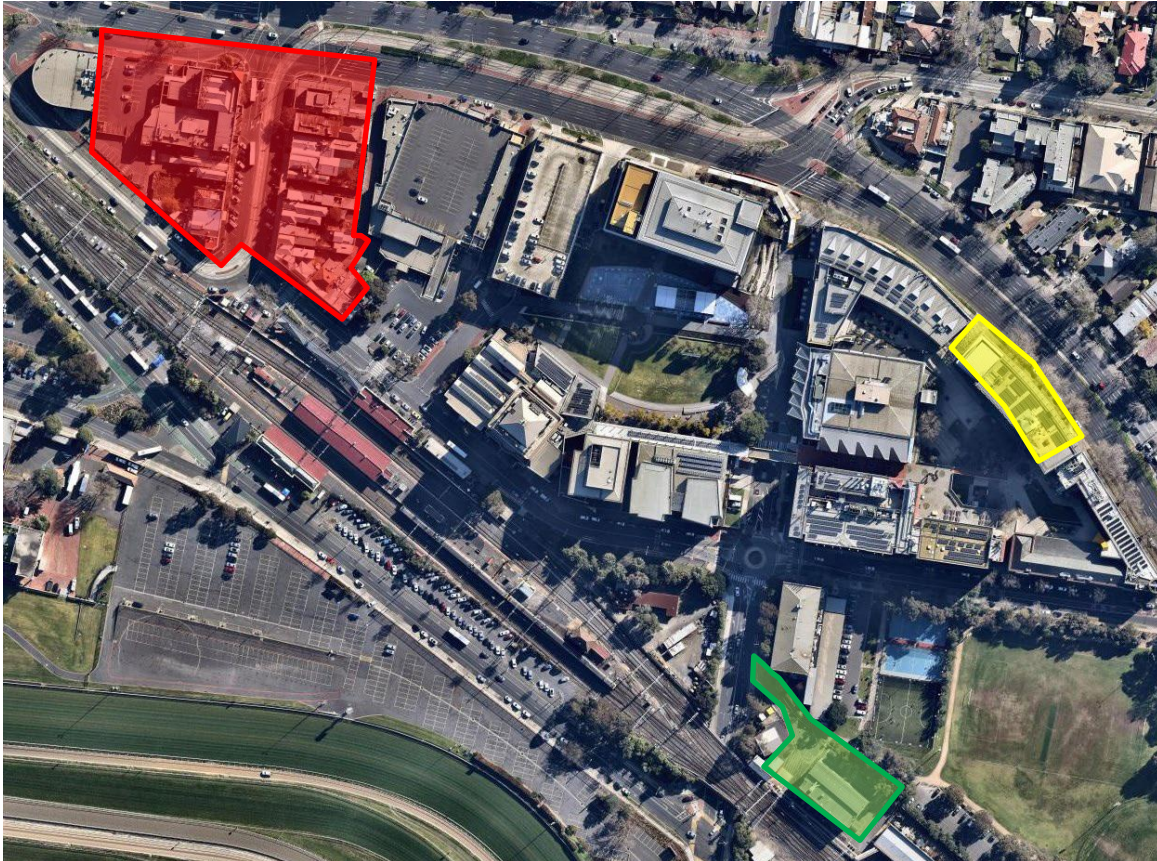


Balaclava Road Victorian Group (red).
(Source: Nearmap, August 2019)

Map 2

Map 2 outlines the following three places:

- Derby Road Precinct,
- Building F (Former Diploma Block) – Monash University, Caulfield Campus,
- Caulfield Railway Substation (Former).



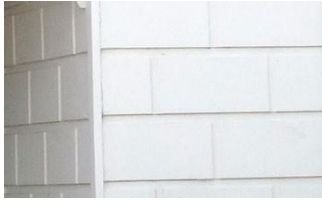




Derby Road Precinct (red).







Building F (Former Diploma Block) – Monash University, Caulfield Campus (yellow)






Caulfield Railway Substation (Former) (green).







(Source: Nearmap, August 2019)

APPENDIX A – GLOSSARY

TERM	DEFINITION	
Ashlar boarding	Precisely cut, squared and smooth surfaced timber boards with thin joints, imitating stonework.	
Arch	<p>Opening with a curved head supporting the wall above. Many types exist, with some common examples being:</p> <ul style="list-style-type: none"> ▪ Round or semicircular. ▪ Segmental – circular arc of less than 180°. ▪ Tudor (pictured) – depressed profile, also referred to as (a pseudo) four-centred arch. 	
Barley twist column	The shaft of a column turned in a twisting, corkscrew pattern, typically associated with the Spanish Mission style.	
Bargeboard	A plain or decorative board fixed to the end of a gable roof. Also depicted is a finial to the roof apex.	
Bay	Usually, a projection beyond the main wall alignment - generally features a window (<i>bay window</i>), which, if angled, is defined as a <i>faceted bay</i> .	

TERM	DEFINITION	
Bond	<p>The arrangement of bricks in a wall.</p> <p>Multiple types exist including:</p> <ul style="list-style-type: none"> ▪ <i>Stretcher bond</i> – overlapping rows of stretchers, indicating brick veneer or cavity walling construction. ▪ <i>Flemish bond</i> – headers and stretchers alternating in each course 	 <p><i>Stretcher bond</i></p>  <p><i>Flemish bond</i></p>
Broken-back roof	<p>A roof that extends over the verandah with a change in pitch from steeper to a lower pitch.</p>	
Bullnose verandah	<p>A verandah roof with a convex profile to the edge.</p>	
Buttress	<p>An angled/sloping support that projects from a wall, usually deeper than it is wide.</p>	
Cantilever	<p>Projection beyond a wall without supports.</p>	
Catslide roof	<p>A narrow strip of roof continuing downwards from a wider (main), higher part.</p>	

TERM	DEFINITION	
Coping	Capping on top of a wall to protect it – either (rounded) render or brick, laid on-edge.	
Corbelling	End of brick or masonry courses stepping out beyond the main wall.	
Cordoba tiles and Pantiles	Cordoba – curved Roman/Spanish roof tiles, traditionally in terracotta and associated with the Spanish Mission style (Cordoba is in southern Spain). Pantiles (pictured) – similar to Roman but have an S-profile, in clay or concrete.	
Cornice	(Eaves) cornice, where the roof overhangs the wall, includes decorative elements such as brackets, and often panels/rosettes, etc.	
Eaves	Lower edges of a roof, usually projecting.	
Fascia	A board that covers the ends of roof rafters.	
Fenestration	The arrangement, design, and proportion of windows and doors in a building.	
Finial	Ornament at the apex of a roof.	Refer to bargeboard image.

TERM	DEFINITION	
Fretwork	Ornamental design in timber, typically openwork, traditionally using a fretsaw.	
Frieze	A continuous band of decoration, usually below the verandah (usually in cast iron or timber). It can also refer to a band (part of the entablature), often a plain rendered type, below the main roof or a parapet.	
Fluted	A rounded channel or groove, typically in a column.	
Gambrel roof	Hipped roof with small gablets at the ends of the ridge.	
Herringbone pattern	Consisting of rows of bricks in an interlocking, V-shaped pattern.	
Jerkinhead roof	Half hip or hipped gable.	
Parapet	A low wall/barrier, principally concealing a roof, usually ornamented.	

TERM	DEFINITION	
Plinth	The defined, often projecting, base of a building.	
Soffit	The underside of an architectural element, usually roof eaves or an arch.	
Transverse gable	A roof with gable ends, where the ridge is parallel to the street. Typical of the bungalow design mode.	
Voussoirs	Wedge-shaped units in a masonry arch or vault, converging at the arch centre (usually defined by a keystone).	

APPENDIX B – HERITAGE POLICY ADVICE FOR HO71

1 Purpose

This section provides recommendations for development guidelines within the heritage overlay known as the Derby Road and Environs, Caulfield North or HO71, according to the Schedule to the Heritage Overlay at Clause 43.01. The heritage overlay is also referred to as the Derby Road Heritage Precinct in Clause 22.01.

2 Significance

The following Statement of Significance derives from the *Glen Eira Heritage Management Plan* by Andrew Ward (vol. 2, dated 1996, p36):

The Derby Road proposed Urban Conservation Area is significant at the metropolitan level as a predominantly Edwardian shopping centre associated with the Caulfield Racecourse and having a distinctive urban form determined by its short length and accentuated by a double line of electric tramway. Its architectural significance is established by the diversity of its street architecture and railway station and is enhanced by their substantially intact state.

The Statement of Significance has been reviewed as part of this project (refer to new citation, no. 4, in Appendix D). It is an intact and distinctive precinct due to the consistently high quality of the individual buildings.

The relatively high significance level of the precinct was identified by Ward, who attributed it with 'metropolitan significance' – meaning Melbourne-wide, that is, greater than local (City of Glen Eira). This terminology was often employed during the late 20th century to denote an intermediate level between local and State, though it is rarely used at this point as there is no statutory structure associated with it.

3 Heritage Provisions

Existing Policy

Currently, within Clause 22.01 (Heritage Policy), there is a specific reference to part of the Derby Road Heritage Precinct in the section entitled 'New Buildings, Alterations and Additions (Commercial Heritage Areas)' as follows:

It is policy to:

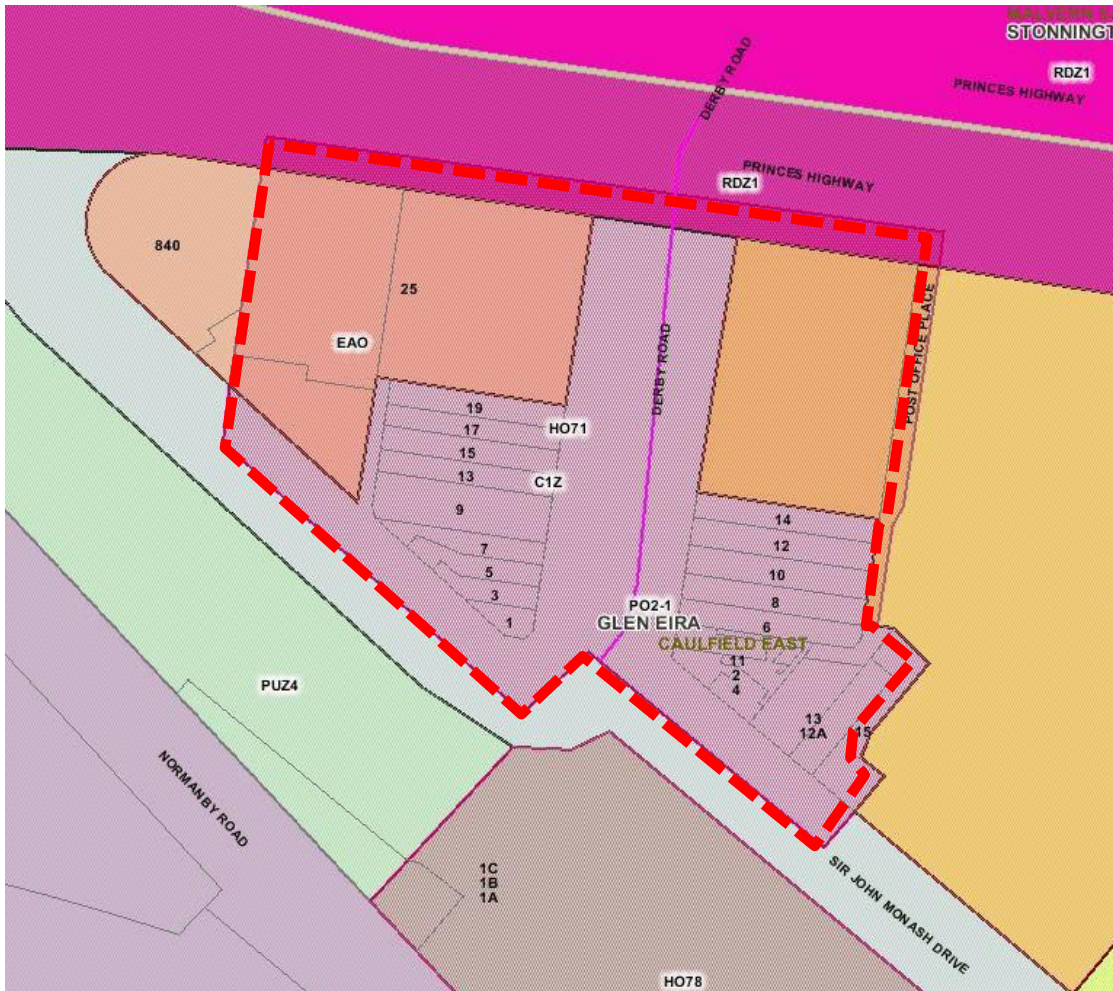
- Ensure the design of new development, and alterations and new buildings and works on land zoned PUZ2 in the Derby Road Heritage Precinct (18-28 Derby Road) complements and responds to the heritage significance of the precinct and enables an appropriate interface with the emerging built form from the adjoining PUZ2 zoned land to the east.

A performance measure is also noted as follows:

It is policy to assess proposals against the following measures:

The sign reading "The Argus" and "The Age" on the northern façade of 14 Derby Road should be conserved.

The extent of HO71 is shown in the following map.



Extent of HO71 is shown dashed.
 (Source: Planning Maps Online)

4 Existing Conditions

The Derby Road and Environs precinct is compact and includes original building fabric mostly dating to the Federation period but also some to the late Victorian and interwar years. The buildings are mainly two-storey, with some interspersed single-storey examples.

Overall, the buildings are largely intact, including some shopfronts. The extent of the remnant original/early fabric is outlined in the following aerial.



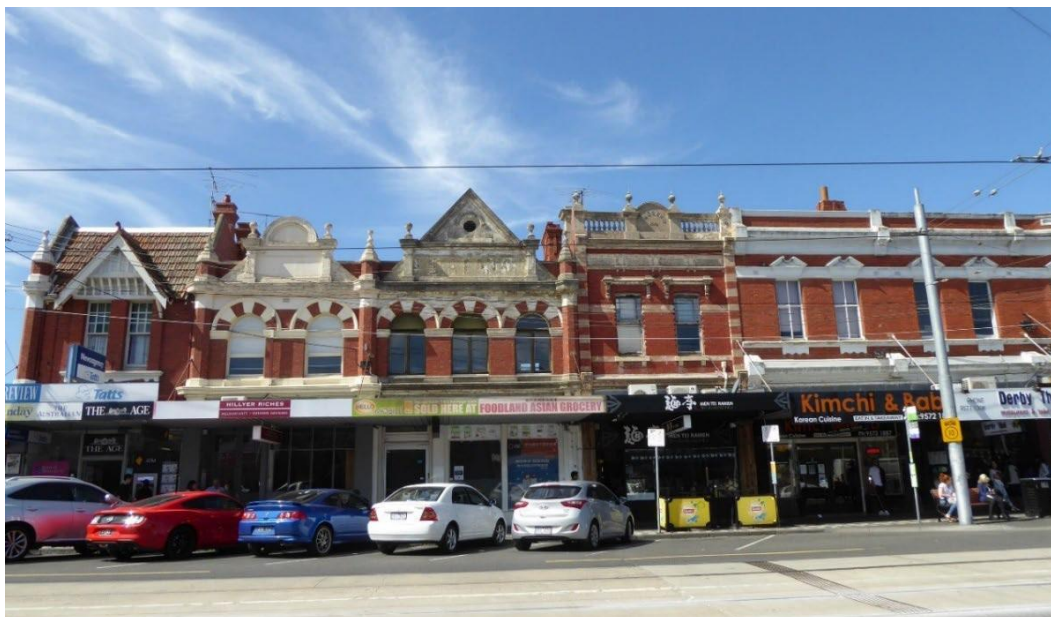
Current aerial showing the approximate extent of remnant original/early fabric surviving in HO71, shaded red.
 (Source: Nearmap, December 2022)

The precinct is differentiated from many similar suburban commercial precincts by broader views being available of much of the building stock. Several roofs and original chimneys are visible from various vantage points.



East corner of Derby Road and Sir John Monash Drive.

The Derby Road precinct includes a high proportion of distinguished buildings, some of which are known to be architect-designed and several others which are also likely to be. In particular, the consistent red brick group at the southern end of the east side of Derby Road, and which extends around Sir John Monash Drive (2-14 Derby Road and 11-12 Sir John Monash Drive), are fine examples of their type and includes some expressed roof sections.



East side of Derby Road, southern end, nos 2-4 (right) to 14 (left).
Roof forms and chimneys visible.

Post Office Place

The rear lane on the east side, Post Office Place, is a pedestrian zone allowing for opportunities for interpretation of the original forms/extent of the constituent buildings. At the north end, the original single-storey section of the Former State Savings Bank (nos 24-26) is intact, whereas the hipped roof to the front part was removed. To the rear of the former garage/taxi service at nos 16-22, timber-framed, likely original sections survive largely intact.



16-22 Derby Road.
Likely original roof forms and window frames.



24-26 Derby Road, Former SS Bank. The rear single-storey wing retains intact hipped roof form and slate cladding, whereas it has been removed from the two-storey part.

There are some single-storey additions and other modifications limiting the view of the rear parts of nos 6 to 16. At the southern end, however, the original rear wings and the distinctive roof of the original post office at 12A Sir John Monash Drive are visible. The original rear wings of 2-4 Derby Road and 11-12 Sir John Monash Drive, with an unusual configuration given the location, are visible and evocative of their period of construction.



Rear of 12A Sir John Monash Drive.
Distinctive roof of original post office, not visible from street.



Rear of 4 (left) and 6 (right) Derby Road.

Alley (previously 16 Derby Road)

The alley between Post Office Place and Derby Road provides further opportunity to appreciate the original depth of buildings, their constituent building fabric, early signage (no. 14), and some original arched openings (no. 18). This signage dates to the early 20th century – between about 1902, when no. 14 was constructed, and about 1915 when a building on the alley land (no. 16) was built. This former two-storey building protected the signage and was demolished early 1970s.



Alley – north side (18 Derby Road). Note original arched openings.



Alley – south side (14 Derby Rd). Note historic signage (arrow).

Rear Laneway – west side of Derby Road

A similar circumstance exists at the southern end of the west side of Derby Road. While having a somewhat unkempt presentation, the rear parts of some buildings are nonetheless largely original (with the exception of the recent demolition of no. 13 and demolition of the rear of no. 9-11) and more visible than most rear laneways due to the at-grade car park to the west of the laneway.



West side – rear of no. 17 (L), no. 15 (middle, highlighted), no 9 (R).



West side – rear of nos 1, 3-7.

5 Recommendations

5.1 Setbacks – overview

It has become common practice to allow for substantial redevelopment to the rear of historic commercial precincts on the basis that the typical two-storey street wall, often featuring a parapet, provides opportunities for limiting the impact at street level. Required setbacks can vary, but as a default, five to six metres behind the parapet is the least that should be considered. In HO71, however, with its distinctive array of fine commercial buildings and some broad views of them, a more varied or nuanced approach with greater setbacks to some critical sections is recommended.

Retaining at least the front part of the original (volume of) buildings is recommended, in general.

A varied pattern of setbacks has been proposed, with greater setbacks at critical points – corners and along the laneway on the east side of Derby Road.

The recommended setbacks are outlined on the following map and discussed in regard to each building according to the west and east side of the precinct.



Map showing areas of recommended setback, that is, retention of original fabric – approximately shaded orange.
(Source: Nearmap, December 2022)

5.1.1 Setbacks - West Side



1 Derby Road in foreground, chimneys of nos 3-7 in background.



No. 15, two storey, pitched roof form and rear chimney visible. NB. Only the façade of 11-13 remains



25 Derby Road, southern part of the hotel.



25 Derby Road, northern part with landmark tower.

The recommended setbacks are outlined in the following table.

Nos	Setback	Intent/rationale + Significant Elements
1 Derby Road	7 metres	Retain original front two storey section at corner location Retain original shopfront
3-7 Derby Road	15 metres	Retain original front two storey section Retain visible chimneys Broadly visible location
9-11 Derby Road	9 metres	Retain façade
15 Derby Road	9 metres	Retain depth to retain views of roof and at least the front chimney (rear chimney is setback about 11 metres)
17 Derby Road	9 metres	Retain front single storey section to allow views of roof of no. 15 Retain original shopfront
19 Derby Road	9 metres	Retain front single storey section to allow views of roof of no. 15
25 Derby Road (southern part)	9 metres	Retain original front two storey section
25 Derby Road (northern part)	20 metres	Retain original front two storey section Façade detailing extends partly to rear, west elevation The northern, corner section is a local landmark with its prominent tower. It is largely intact and widely visible to Dandenong and Derby roads

5.1.2 Setbacks - East Side



East side of Derby Road – from north end.



Sir John Monash Drive – looking west.

Nos	Setback	Intent/rationale + Significant Elements
11-12 Sir John Monash Drive	8 metres	Retain original two storey section
12A Sir John Monash Drive	12 metres	Retain pitched roof to rear with original gable end Retain original highlight to shopfront
13-14 Sir John Monash Drive	6 metres	Retain front parapet Roof not visible Altered to rear
15 Sir John Monash Drive	6 metres	Retain front parapet Roof not visible Altered to rear

17 Sir John Monash Drive	6 metres	Non-contributory building, retain consistent approach
2 Derby Road	7 metres	Retain original front two storey section Retain original shopfront
4 Derby Road	19 metres	Retain original front and rear two storey sections Retain original shopfront
6 Derby Road	19 metres	Retain original front and rear two storey sections Retain original shopfront
8 Derby Road	8 metres	Retain original front two storey section
10 Derby Road	8 metres	Retain original front two storey section Retain original shopfront
12 Derby Road	8 metres	Retain original front two storey section
14 Derby Road	20 metres	Retain original front two storey section, visible along alley, including historic signage
16 Derby Road	21 metres	Retain original single storey section, visible along alley with original arched windows Retain original shopfront
18-22 Derby Road	6 metres	The roof is not visible The façade has been partly altered The rear section is largely intact but extends the full depth of the site
24-26 Derby Road	6 metres	Roof to two storey section has been altered Originally had an expressed slate clad, hipped roof to the front (survives to single storey rear wing). Reinstatement of the front hip section is encouraged. that the front hip section is reinstated. Front section of the north side wall is rendered in keeping with the façade
28 Derby Road		Non-contributory building New development should book-end the precinct in a distinctive manner Retain primacy of the tower of Caulfield Club Hotel

5.2 Heights

Heights should generally be low scale immediately behind any retained original fabric with limited visibility in order to not overwhelm the original fabric and maintain its historic shopping village character. There are opportunities for increased development more than 20 metres behind the street frontage and greater still at a depth of more than 40 metres (where applicable).

Potential negative impacts of development on the historic character from key vantage points should be considered.

Guidelines

- Up to four storeys immediately behind the recommended retained original front section setbacks outlined in the previous tables to a depth of 20 metres.
- Where the depth of the historic fabric is limited, critically at the southern end of the east side (2-14 Derby Road and 11-12 Sir John Monash Drive), any visible sections should read as a neutral or plain backdrop and not include visible balconies or other features.

- Between 20 and 40 metres behind the street facade, up to eight (8) storeys is recommended. (Note the depth of the precinct on the east side is about 40 metres).
- On the west side, where the precinct is about 75 metres in depth, no height limit is recommended between 40 and 75 metres.
- On the east side at the north end of the precinct (corner of Dandenong Road or no. 28 [former post office]), a low-level podium of two (2) storeys to the Derby Street frontage (to a depth of about 20 metres) to create a similar bookend as the main part of the adjacent Caulfield Club Hotel is recommended. The corner section should sit below the eaves of the existing tower of 25 Derby Street to retain its primacy as a landmark feature. The rear part (beyond the podium area) could be multi-storey.



Recommended height guidelines.
 (Source: Nearmap, December 2022)

5.3 Conservation works

Given the high aesthetic significance of the precinct, it is appropriate that if the opportunity presents itself, conservation works are encouraged to be undertaken to present the buildings in a manner closer to their original state. As such, the following specific conservation works are encouraged:

Carefully removal of paint from originally unpainted surfaces (brick, basalt, tiling, etc.) including:

- Bricks to façade of 1 Derby Road,
- Parapet brickwork/elements to 11-12 and 13-14 Sir John Monash Drive, and

- Basalt plinth of 24-26 Derby Road.

Reinstatement of original features including:

- Tower to 2 Derby Road,
- Parapets to 1, 3-7 Derby Road, and
- Front hip roof to 24-26 Derby Road.

APPENDIX C – CITATIONS FOR INDIVIDUAL PLACE AND PRECINCTS

No.	Name	Address
1	Building F (Former Diploma Block)	900 Dandenong Road, Caulfield East
2	Caulfield Railway Substation (Former)	98 Queens Avenue, Caulfield East
3	Balaclava Road Victorian Group	Balaclava Road: 326 to 338A and 344 (north side) and 347 to 351 (south side)
4	Derby Road Precinct	Derby Road and Sir John Monash Drive, Caulfield East

BUILDING F (FORMER DIPLOMA BLOCK)

Address	900 Dandenong Road, Caulfield East
Significance	Local
Construction Date	1967-68
Period	Late 20 th century
Date Inspected	Early and mid-2019



Statement of Significance

What is Significant?

Building F (Former Diploma Block) at 900 Dandenong Road, Caulfield East, is significant. It was designed by the Public Works Department (PWD) as part of a Commonwealth-funded expansion of the Caulfield Technical College (now Monash University's Caulfield campus); however, construction was delayed for several years, ultimately occurring between 1967 and 1968.

The significant elements are its original external envelope, particularly reinforced concrete end walls, the curved form, and original aluminium-framed curtain walls, including differing eastern and western detailing.

Later additions are not significant.

How is it Significant?

Building F (Former Diploma Block) at 900 Dandenong Road, Caulfield East, is of historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Building F (Former Diploma Block) is of historical significance as a substantial illustration of the marked postwar expansion of the

Caulfield Technical School (now Monash University's Caulfield campus), a regionally important public vocational institution. During the early phase of construction in the late 1960s, the building was extruded by two additional floors, a reflection of the institution's continued rapid growth since the initial design. The decision to employ a contemporary version of the International Style demonstrates a determination by the school authorities and designers for the building to be associated with the leading tier of universities and colleges in the era, which commonly utilised the idiom. Building F is also likely one of the last major educational projects directly overseen by the PWD, an organisation that has played a notable role in the shaping of Victoria's built landscape since the mid-19th century. Their later works, although less copious than previous periods, are less well-known and recognised. (Criterion A)

Building F (former Diploma Block) is of aesthetic significance as a largely intact and distinctive example of the Late-Twentieth Century International Style, as applied to a multistorey tertiary structure at a major institutional complex. The sculptural and sleek quality of *Building F* stems from a site-responsive curved footprint and subtle planar shifts to its glazed curtain walls, which comprise contrasting detail. This more varied presentation demonstrates the idiom's maturation in the late 20th century as it broke with the codified 'glass box' aesthetic that characterised its earlier postwar application. There are no other equivalents in the municipality, particularly in terms of scale and prominence. (Criterion E)

Description

Building F (Former Diploma Block) is a Late-Twentieth Century International style mid-rise building comprised of a principal six-storey component and an attached four-storey annex. It is located within the northeastern section of the Monash University Caulfield Campus, flanked by Building E (the former Art and Applied Science Wing, HO101) in the east and Building G (contemporary construction) in the west.

The setting of *Building F* on Dandenong Road provides it with a distinctive fan-like form that breaks from the typical cuboid expression of Modernism. This curvature carries through to the southern elevation, which faces the Ian Potter Sculpture Court.

The primary roof of *Building F* is flat and clad initially in 'rolled aluminium', which may still be present. To the eastern end of the roof is an original rectilinear roof plant.¹

The end walls of the main building section (eastern and western) are of reinforced concrete construction. Linking curtain walls with extruded and grid-like aluminium frames form both façades (northern and southern). Based on historical images,² the concrete sections, which now feature a dark charcoal colour scheme, appear to have been originally painted white. The offset concrete wall to the northern elevation of the annex is lightly panelled, while the annex's southern elevation (predominantly curtain wall), is slightly recessed and includes a channelled corner pier. The southwestern corner of the annex, initially open, has been infilled.

The curtain wall to the northern façade (Dandenong Road) extends slightly forward of the plinth course, which has a lower concrete section and a band of projecting glazing units. The curtain wall is divided into elongated bays by concrete pier/fin elements (its expressed structural frame),³ which protrude above the roofline and terminate before the street level, an effect that provides a varied and assertive presentation to this façade.⁴ Puncturing the plinth on the northern elevation are two recessed entrances, a driveway (roller door is a later addition) and a pedestrian entry (white tiling likely original).

In comparison, the curtain wall to the southern elevation (internal courtyard) is sheer with a thin brick (now covered) and concrete plinth. This expression is repeated to the three visible faces of the western annex (northern, southern and western), although a section of the Dandenong Road frontage (northern) includes concrete walling. Some of the entries to the southern elevation curtain wall have been altered.

Architectural plans for *Building F* and early photographs show that the southern elevation curtain wall, including to the annex, was composed of three parts: a band of compact awning windows (openable via remote control), the main section of translucent glass and a strip of black spandrels. The removal of the awning windows and modifications to the original louvred vents has altered this arrangement. The existing glazing of both curtain walls is now darker and lacks the contrast of the clear glazing with

¹ PROV, Caulfield Technical College New Diploma Block Elevations, Pre-Metric Building plans, B 1520 A447

² For instance, refer to *Building Construction at Caulfield Institute of Technology*, 1973, Image no. 147, Monpix (copyright)

³ The original drawings refer to them as 'columns'

⁴ According to the plans (refer to 'History'), the concrete sections of the northern elevation ground level were proposed to be clad in 'mosaic tiles'; whether this occurred is not known.

spandrel panels as when first photographed. This change suggests the glazing has been replaced or a film applied. Despite these modest changes to the glazing, the integrity of the fenestration remains largely intact, as does the overall design of *Building F*.

The International Style – its name stemming from the eponymous 1932 exhibition at New York's Museum of Modern Art – emerged as the defining Modernist design approach in Melbourne (and Australia) following the Second World War. Evolving from diverse sources, especially the interwar work of European Modernist 'masters', it became synonymous with progressive concepts of modernity; an optimistic 'new beginning' following the cataclysm of war. A global movement, it was presented as an 'anti-style' by its adherents and practitioners, who advocated a flexible set of aesthetic principles that stressed clarity, functionality, technical beauty and innovation, and minimalism.

By the 1960s, the International Style had become more entrenched. As part of Victoria's tertiary system augmentation beginning in the postwar period, the idiom became closely connected to educational institutions, which sought to avoid 'traditional' styles and adopt designs that evoked a 'progressive image' while still conveying a sufficient degree of monumentality.⁵ At this stage, more distinguished examples of the International Style tended to break with its codified, uniform 'glass box' image. *Building F*'s design signals its departure from the latter by employing a more varied, asymmetrical and site-specific design response, which is particularly evidenced by its planar shifts.

As part of the surge in construction activity that characterised 1950s Melbourne and continued across Australia's 'long boom', tall Modernist buildings became conspicuous additions to the city's skyline. *Building F*'s size would have been more noticeable in the decades following its construction due to the lower scale of the campus and surrounding suburban context. While recent development has moderately reduced its landmark quality, *Building F* still presents prominently on Dandenong Road.

Kerstin Thompson Architects, a noted contemporary practice, oversaw sensitive alterations and additions at *Building F* around 2010 as part of its adaptive reuse as the Monash University Museum of Art. These modifications included adding a curved canopy, supported by steel columns, to the southern elevation (accommodating mechanical services) and the provision of new ground-floor glazing (reflective black glass). Around the same time, a steel structure – a permanent sculpture piece entitled *Silversceen* by Callum Morton – was lightly affixed to the western annex's side elevation (west). By 2019, a low in profile and recessed addition had also been provided on top of the western annex's roof. These changes are broadly sympathetic as they allow the original form of the building to remain discernible.



View to southern elevation of Building F from East Caulfield Reserve.

⁵ Cameron Logan, 'Education', in Hannah Lewi and Phillip Goad, eds, *Australia Modern* (Port Melbourne, Thames & Hudson, 2019), p50



Inner courtyard frontage (south elevation).



Southern and western elevation of the western annex – note the art installation, *Silverscreen*, is visible left of frame.



(Above) Detail of curtain wall, southern elevation.

(Left) Detail of dividing piers/fins – note planar shift.



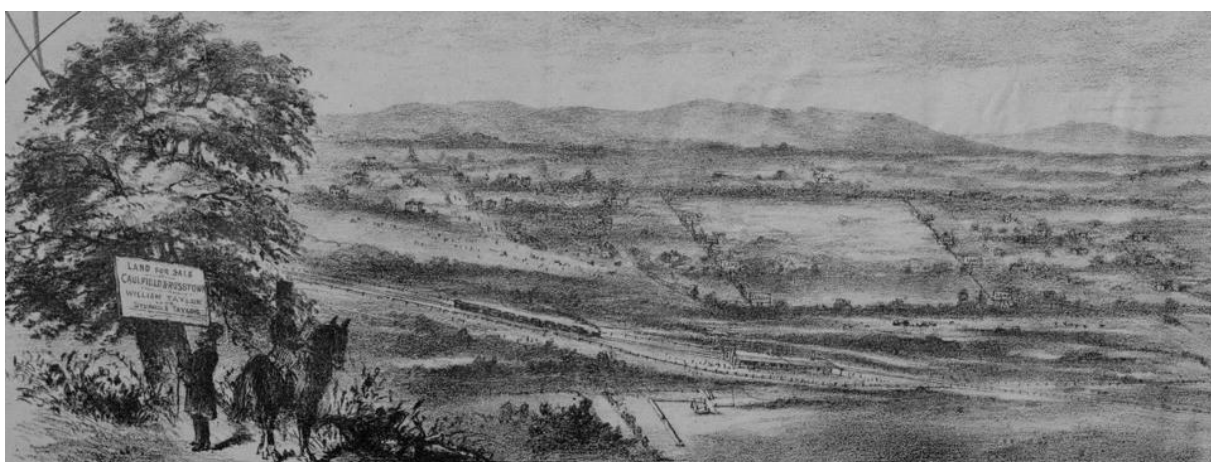
Southern elevation with canopy addition in the foreground.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne, a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as ‘Camden Town’. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a ‘pastoral and agricultural district’ in the mid-1860s,⁶ it was still seen as a ‘pretty [and] rural place’ at the beginning of the 1880s.⁷ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area’s reputation for market gardens, nurseries and orchards, rather than as a residential locale.⁸



Sketch of Caulfield railway station and surrounding semi-rural environs in the 1880s.

(Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, 188?*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of the region began to transform with the hyper-speculation of the ‘land boom’, which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. By the close of the decade, the population had more than tripled (from approximately 2,400 to 8,000), and the dwelling count swelled (400 to approximately 2,000).⁹ Like elsewhere on Melbourne’s suburban fringe, this phenomenon was driven by an inflow of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding and single-family house.¹⁰ At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city and portrayed the swelling district as ‘marvellous Caulfield’.¹¹

This intensity of this phase proved transitory, curtailed by the depression conditions of the early 1890s. General growth renewed gingerly from the turn of the century, stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar years as the district’s middle-class identity solidified. By the mid-1920s, the eastern and central parts of the municipality consisted of various well-established middle-radius suburbs and the district as a whole was second only to the City of Melbourne in population.¹²

⁶ Robert Whitworth, *Bailliere’s Victorian Gazetteer Road Guide*, London, 1865, p84

⁷ Robert Whitworth, *The Official Handbook & Guide to Melbourne*, F Bailliere, 1880, p196

⁸ ‘Caulfield’, *Victorian Places*, 2014, available online; Jill Barnard, ‘Caulfield’, *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

⁹ Henry Heylyn Hayter, *Victorian Year Book For 1880-81*, Melbourne, Government Printer, 1881, p48; and Hayter, *Victorian Year-Book 1892*, Melbourne, Government Printer, 1892, p94

¹⁰ Graeme Davison, *City dreamers: the urban imagination in Australia*, NewSouth Publishing 2016, Chapter 5

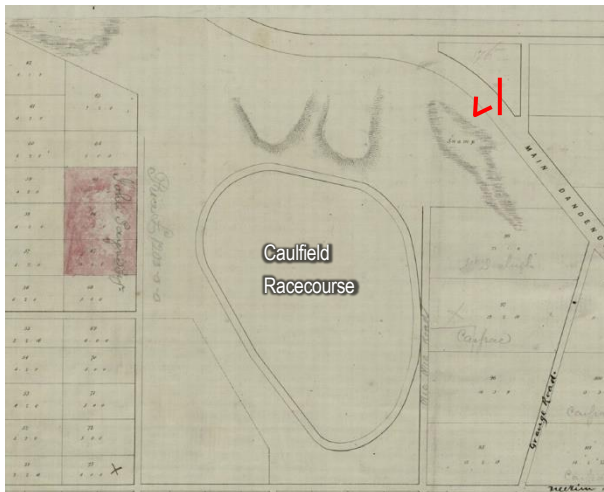
¹¹ ‘A Place Worth Seeing’, *Prahran Telegraph*, 24 November 1888, p24

¹² Review of population figures in the *Victorian Year Books*, Australian Bureau of Statistics

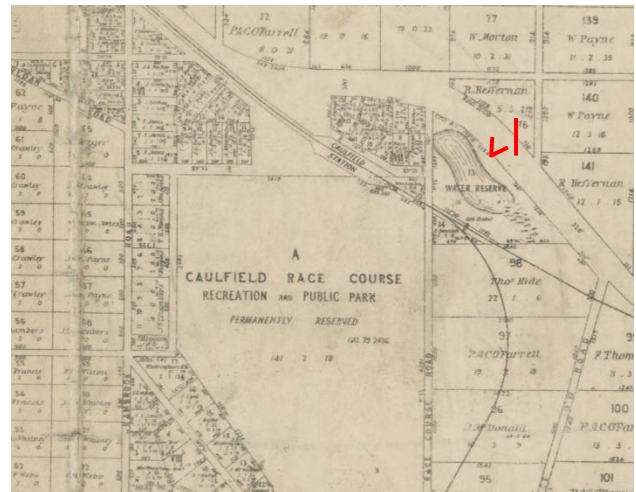
Place-Specific

At its survey in 1856, the subject land formed part of a wide expanse near the centre of the Caulfield district reserved by the Crown.¹³ This area included natural wetlands, such as 'Paddy's Swamp' (now Caulfield Park) and 'Black Swamp' (East Caulfield Reserve), as well as a considerable portion of 'flat sandy scrub', known as 'The Heath', part of which was proclaimed as Caulfield Racecourse in 1859.¹⁴ 'Black Swamp', which encompassed the subject land, was identified on some late 19th century maps as a 'water reserve', although this use likely waned following the connection of the area to the Yan Yean reservoir.

By the early 1860s, most of it had been gazetted as the East Caulfield Reserve and, around 1897, drained.¹⁵ A triangular section of the reserve, bound by Dandenong Road, Railway Avenue (now Sir John Monash Drive) and Queens Avenue, was separated progressively between 1907 and 1914, and a bowling green, tennis courts, croquet lawn, and drill hall developed.¹⁶



'Black Swamp' indicated by the red arrow.
(Source: *Suburban Allotments in the Parish of Prahran At Caulfield*, 1857, SLV, Map 1, BIB ID 1294024)



Black Swamp/Water Reserve, red arrow, 1882.
(Source: Department of Crown Lands and Survey, *Prahran, Country of Bourke*, NLA, Bib ID 3313636)

During the First World War, a determined community campaign arose to establish a technical school for practical education (trade and industrial training) in Melbourne's eastern and south-eastern regions. Support was expressed by the Victorian Department of Education (VDE), but sourcing funds required several years of lobbying by residents of the district. Momentum was gained in the early 1920s when land in Caulfield East, at the corner of Dandenong Road and Railway Avenue/Sir John Monash Drive, was made available. Advantageously positioned near a railway junction, this site had been used as a training centre for returned servicemen and included a drill hall and various workshops. Alongside these buildings, the two-storey red-brick school building was erected in 1922. Its opening signalled the commencement of the Caulfield Technical School under the direction of the VDE.¹⁷

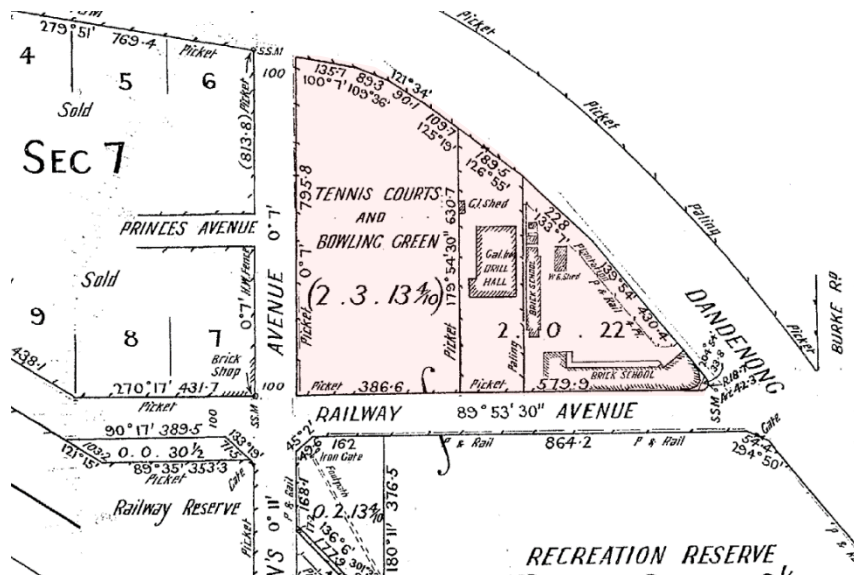
¹³ Caulfield was first surveyed by Henry B Foot in the early 1850s, likely on the instructions of Victoria's first Surveyor-General, Robert Hoddle (appointed 1851). Foot's subsequent surveys of the district were later published between 1853-56 (refer to *Plan of portions marked in the Parish of Prahran*, 1851, SLV, BIB ID 2030273; and *Plan of the Parish of Prahran, County of Bourke*, 1853, SLV, BIB ID 2153766), with the majority of initial sales taking place between 1854-64 – Peter R Murray and John C Wells, *From sand, swamp and heath: A History of Caulfield*, J & D Burrows, City of Caulfield, 1980, p2.

¹⁴ 'Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referenced the central part of the reserve and remained in popular use into the 20th century.

¹⁵ 'Caulfield Shire Council', *Brighton Southern Cross*, 13 march 1897, p2

¹⁶ 'Bowling Green for Caulfield', *Age*, 1 February 1907, p8; and 'Drill Hall for Caulfield', *Prahran Telegraph*, 28 September 1912, p6

¹⁷ Sarah Rood, *From Ferranti to Faculty: Information Technology at Monash University, 1960 to 1990*, Monash University ePress, 2008, np



Depiction of the original extent of the Caulfield Technical School, shaded red, with early buildings detailed. (Source: City of Caulfield, Parish of Prahran, Country of Bourke, Put-away plan, P79T_1, Landata)

Technical and vocational education in Victoria derived from several 19th-century currents, including the mechanics' institutes, schools of arts, and working men's colleges:

Thereafter follow 80-odd years of complicated development involving new institutions, amalgamations, separations, name changes, government neglect, sudden wartime expansion, government enthusiasm and reform and much angst, out of which finally emerge, in the late 1980s and 1990s, the largest technical universities that exist today.¹⁸

Arguably, Victoria evolved as the most robust proponent of technical education in Australia and had far more colleges than any other state.¹⁹ In line with the national experience, Victoria also witnessed a massive expansion in tertiary enrolment and investment in the wake of the Second World War.

By 1946, the Caulfield Technical School (renamed Caulfield Technical College in 1958) had grown from about 200 to over 2,000 students, with further large rises in intakes predicated. The postwar growth of the student body necessitated additional buildings. The 1950 Art and Applied Science Wing by the Percy E Everett-led Public Works Department (PWD) became the first of several substantial building projects to occur over the second half of the 20th century at the site.

During this period, Caulfield Technical School/College became increasingly orientated towards the provision of diploma courses, many in electrical and mechanical engineering. These were considered desirable qualifications at the time that offered a pathway to either salaried 'white-collar' employment or further university study. From 1960, under the leadership of the able educator and administrator Albert E Lambert, the institution increasingly developed a specialisation in 'machine computation' and 'electric data processing' (early modern computing), bolstering its educational reputation.²⁰

In 1966, the State government announced a \$5.5 million package – supported by Commonwealth funding – to construct new buildings at various technical schools. Approximately \$1 million was earmarked for a new 'diploma school' (the subject building) at Caulfield Technical College – the most of any of the projects.²¹

¹⁸ Harriet Edquist, 'Technical and Vocational Education', Philip Goad and Julie Willis, eds., *The Encyclopedia of Australia Architecture*, Cambridge University Press, 2012, p692

¹⁹ Andrew Spaul, 'Education, Technical', *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

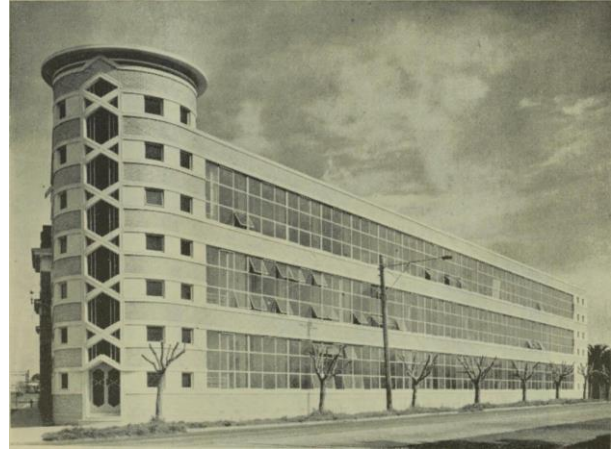
²⁰ Rood, *From Ferranti to Faculty: Information Technology at Monash University, 1960 to 1990*, np

²¹ Other projects included: apprentices' workshops at Ballarat School of Mines, a foundry school at the Royal Institute of Technology, a diploma block at Footscray Technical College, steel construction workshops at Noble Park Technical School, hotel and catering management bloc at William Angliss Food Trades School, and Art and Commercial diploma block at Prahran Technical School. ('\$5.5m building programme for tech. schools', *Age*, 9 June 1966, p31)

The following year saw tenders for its construction called.²² This new building (referred to as the ‘Diploma Block’ in correspondence) had been under discussion between the College’s leadership team and government departments for several years, with the VED having provided specifications to the PWD in mid-1961. To the frustration of Lambert, however, the planning process proved challenging. The intricacies of the proposed location along the heavily trafficked Dandenong Road required careful acoustic management, the provision of sophisticated mechanical ventilation, and the necessity of pile boring.²³

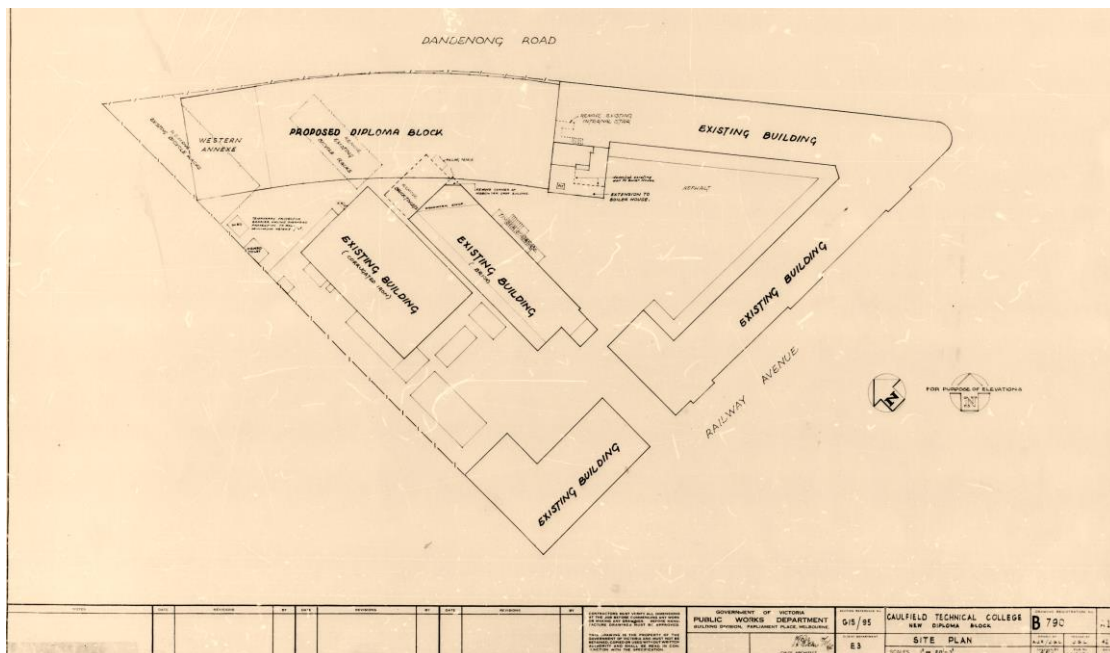


Caulfield Technical School, photographed from the corner of Sir John Monash Dr and Dandenong Road. (Source: ‘City of Caulfield is a Residential Suburb’, *Weekly Times*, 29 April 1922, p34)



Arts and Applied Science Wing at Caulfield Technical School by Everett photographed soon after completion. (Source: *Building and Engineering*, no. 4, 24 April 1950, pp.21-22)

Construction of the Diploma Block eventually commenced in early 1967.²⁴ Initially, only a three-storey main building with an attached two-storey annex and basement (encompassing the engine and maintenance rooms) was envisioned. Nevertheless, the sourcing of extra funding allowed for the provision of an additional two levels to both the main building and annex.

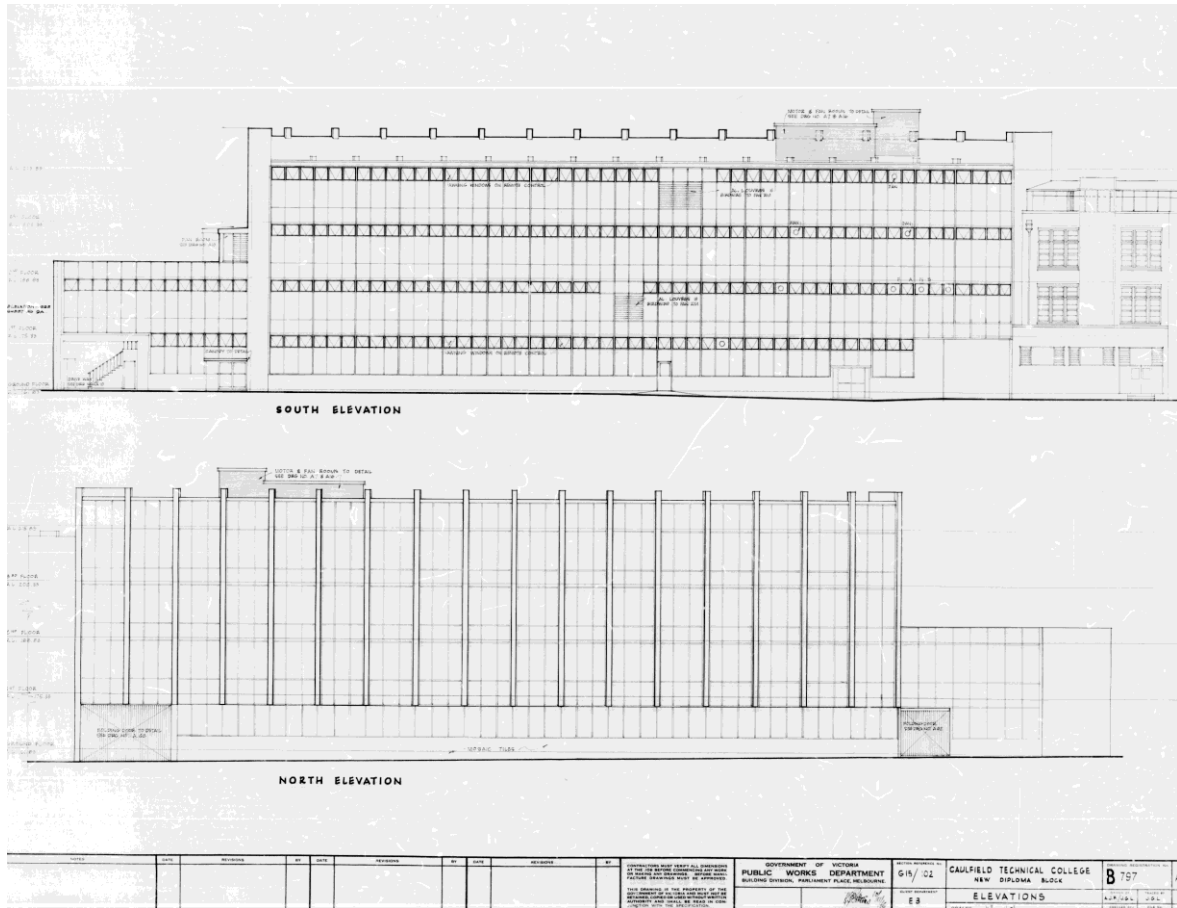


Wider site plan, 1966 – the proposed Diploma Block is indicated by the red arrow. (Source: PROV, *Caulfield Technical College New Diploma Block Elevations, Pre-Metric Building plans*, B 1520 A447)

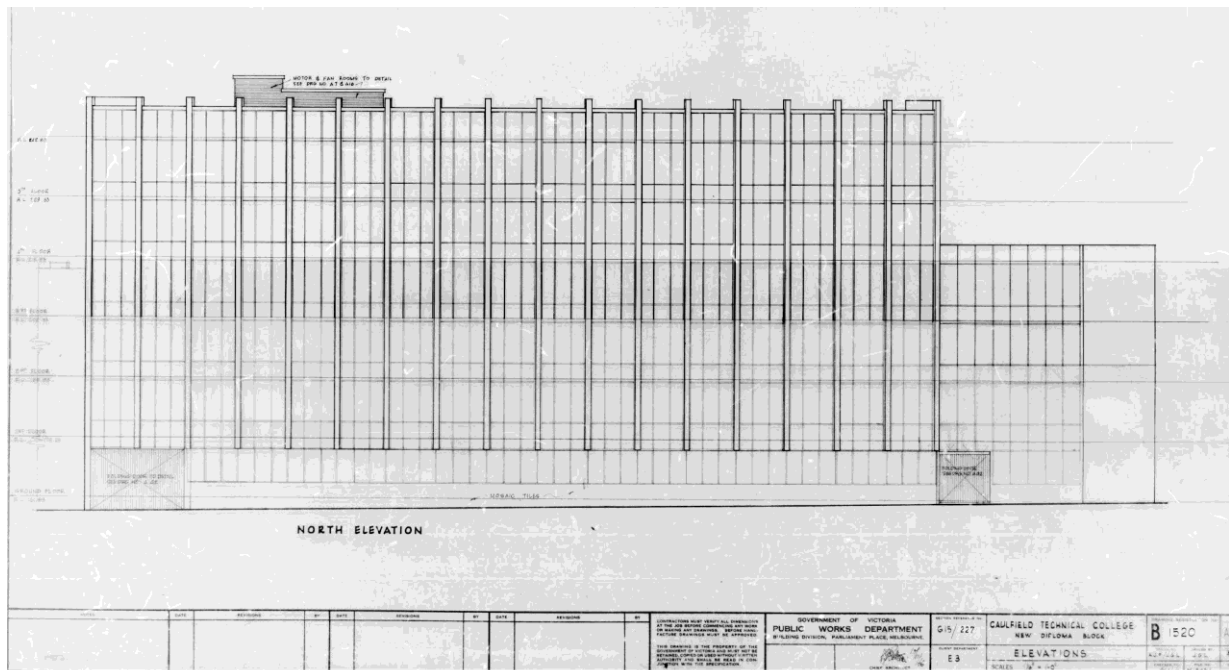
²² ‘Tenders: Public Work Department’, *Age*, 20 January 1967, p15

²³ As per correspondence – *Caulfield. T.C. New Diploma Building: Stage 1: Tech Training Grant. Stage II: Advanced Education Grants Act*, dated 1962-69, VPRS 9512/P/001, Unit 000005, PROV

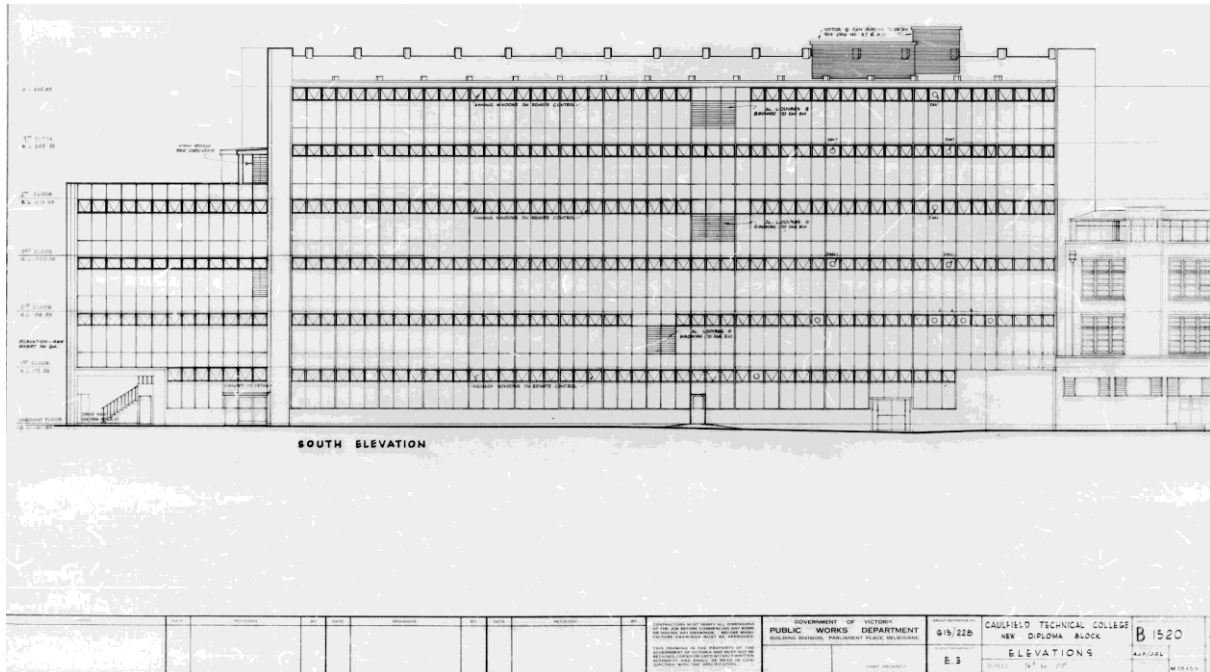
²⁴ *Caulfield. T.C. New Diploma Building: Stage 1: Tech Training Grant. Stage II: Advanced Education Grants Act*, PROV



Original design the new Diploma Block, prior to the provision of extra floors – Public Works Department, November 1966.
 (Source: *Caulfield Technical College New Diploma Block Elevations, Pre-Metric Building plans, B 1520 A447, PROV*)



Plan of the northern elevation for the Diploma Block with additional floors depicted, undated.
 (Source: *Caulfield Technical College New Diploma Block Elevations, Pre-Metric Building plans, B 1520 A447, PROV*)



Plan of the southern elevation of the Diploma Block with additional floors depicted, undated.
(Source: *Caulfield Technical College New Diploma Block Elevations, Pre-Metric Building plan, B 1520 A447, PROV*)

The Diploma Block's construction, finalised in 1968, is depicted by an array of copyright photographs held within the Monash University archive.²⁵ Architectural plans show the building was designed to accommodate multiple uses, including classrooms, offices, conference and lecture rooms, a library, and 'electronic laboratories' (rooms associated with computers). It seems likely that Building F has important historical associations with the development of early computing technology in Australia.²⁶

The Caulfield Technical College was renamed the Caulfield Institute of Technology in 1968 and later amalgamated with Frankston State College (1981), then the Chisholm Institute of Technology. It merged with Monash University in 1996, becoming one of its principal campuses. During this phase, the Diploma Block became known as 'Building F'.

In 2010, the Monash University Museum of Art (MUMA, est. 1961) relocated to the ground floor of Building F.²⁷ The winners of a design competition for the new museum, Kerstin Thompson Architects, undertook extensive internal remodelling and some sympathetic external works. In conjunction with Simon Ellis Landscapes Architects and Fiona Harrison, they also established the Ian Potter Sculpture Court to the rear of Building F.²⁸

Public Works Department

The PWD was responsible for a broad and fluctuating range of functions over its lengthy existence (1855-1987), although the design, construction and maintenance of public buildings remained core work.²⁹ Research into the PWD's vital role as builder and designer, particularly over the 20th century, is sparse.³⁰ From its inception, it prepared plans and specifications for a myriad of building types in Victoria as well as assessing tenders, supervising contracts and overseeing construction. All of which required a large number of architects, engineers, drafting technicians and building inspectors.

The PWD appears to have been heavily involved with educational buildings, particularly from the late 1930s, where – under Everett – a streamlined Moderne vocabulary was utilised to notable effect for technical schools in Caulfield East, Footscray,

²⁵ For instance, refer to Lindsay Crawford, *Caulfield Technical College building construction*, 1966, image no. 6931; Crawford, *Caulfield Technical College building construction*, 1966, image no. 6932; Crawford, *Caulfield Technical College building construction*, 1968, image no. 6934; and *Building Construction at Caulfield Institute of Technology*, 1973, image no. 147 – Monpix Road, *From Ferranti to Faculty: Information Technology at Monash University, 1960 to 1990*, passim

²⁶ 'About MUMA: History', *MUMA: Monash University Museum of Art*, <www.monash.edu/muma/about/about-muma/history>

²⁷ 'MUMA – Sculpture Forecourt', *KTA KerstinThompsonArchitects*, <<https://kerstinthompson.com/index.php?id=55>>

²⁸ PROV, *Public Works Department*, Agency VA, 669, nd

²⁹ Bruce Trethowan, *The Public Works Department of Victoria – 1851-1900: an architectural history*, University of Melbourne, Department of Architecture and Building, Thesis, 1975

Sunshine Girls, Essendon and Shepparton.³¹ By the early 1960s, the PWD's active design role had receded, with this aspect increasingly given over to the private sector.³² Understood as such, the PWD's undertaking of the Diploma Block's design and supervision of building activity was unusual and likely reflective of the project's significance to the department. The Ministry of Housing and Construction absorbed the PWD in the late 1980s.



The southern elevation of the Diploma Wing, early 1970s – note the level of transparency to the curtain wall.
(Source: PROV, VPRS2115, P0, Unit 6)

³¹ Phillip Goad, 'Everett, Percy', in Goad and Julie Willis, eds., *The Encyclopedia of Australia Architecture* (Cambridge University Press, 2012), p239

³² Phillip Goad and George Tibbits, *Architecture on Campus: A guide to the University of Melbourne and its Colleges* (Melbourne University Press, 2003), passim



1974 aerial photograph, with Building F indicated by the red arrow. North is right of the frame.
(Source: *Melbourne 1974*, Run 41E, Frame 186, Landata)

Thematic Context/Comparative Analysis

City of Glen Eira Thematic Environmental History [Refresh] 2020 (Built Heritage):

- 8.2 Educating people

Known comparable places in the City of Glen Eira

There is no direct comparison for *Building F (Former Diploma Block)* in the municipality, with only a small number of buildings designed in the earlier iteration of the International Style evident.

Broadly comparable in scale is the main building at 8 Gordon Street, Elsternwick (HO156), which was constructed 1958 as part of the former ABC TV Studios complex. It is a multistorey postwar example of the International Style, albeit more typical in expression, with a single curtain wall incorporating coloured spandrels.

There is also a fine two-storey commercial example of the International Style at 325 Centre Road, Bentleigh (HO162), known as *Centre Arcade*, built in 1959. The *Maple Building* at Caulfield Racecourse, also constructed in 1959, has a Modernist expression with a red-brick base and projecting glazed upper level. The *Centre Arcade* and *Maple Building* both include curtain walls with multicoloured spandrel panels, although to a far smaller extent than *Building F (Former Diploma Block)*.

Previous Assessment

Andrew Ward, *City of Caulfield Urban Conservation Study*, field survey sheet 29, 1990:

- D grade (of local interest)

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar Energy Systems Controls	Yes
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be as outlined on the following map:



Recommended extent of the overlay.
 (Source: Nearmap, August 2019)

CAULFIELD RAILWAY SUBSTATION (FORMER)

Address	98 Queens Avenue, Caulfield East
Significance	Local
Construction Date	1920-22
Period	Interwar
Date Inspected	Early and mid-2019



Statement of Significance

What is Significant?

The *Caulfield Railway Substation (Former)* at 98 Queens Avenue, Caulfield East, is significant. It was constructed between 1920 and 1922 as part of the broader scheme to electrify Melbourne's railway system. The English firm Merz and McLellan were largely responsible for the design, with Victorian Railways undertaking its construction.

Significant elements are the external form, classicised detailing, and remnant original fenestration.

Non-original components are not significant. While original steel window frames have been replaced with aluminium, the retention of a multipaned format is sympathetic.

How is it Significant?

The *Caulfield Railway Substation (Former)* at 98 Queens Avenue, Caulfield East, is of historical and aesthetic significance to the City of Glen Eira.

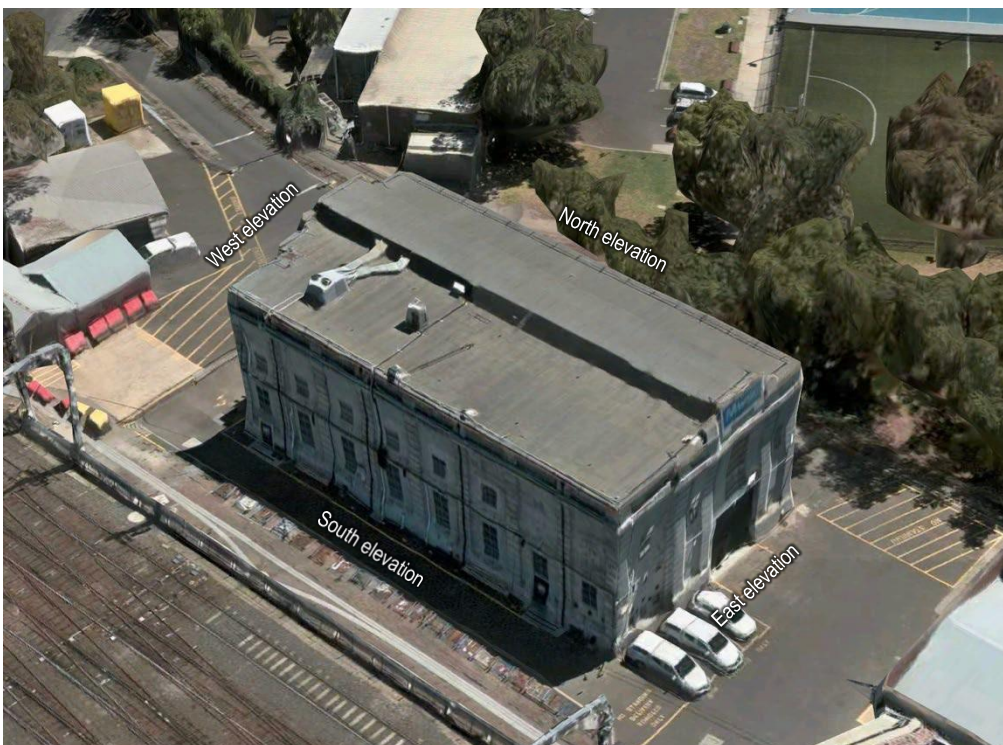
Why is it Significant?

The *Caulfield Railway Substation (Former)* is of historical significance as a built testament to the electrification of Melbourne's suburban railway network over the late 1910s and mid-1920s. It formed part of a colossal public works program – the first of its kind in Australia – designed by the English engineering consultancy Merz and McLellan, with strategic input and construction undertaken by Victorian Railways. The erection of this striking substation at Caulfield in the early 1920s enabled a dramatic increase in the capacity of the local rail system. As intended, this bolstered the accessibility of the district and was one of the factors that underwrote high rates of growth in the municipality over the interwar and postwar years. (Criterion A)

The *Caulfield Railway Substation (Former)* is of aesthetic significance as a substantial, mostly intact utility building that, viewed within its general surrounds, has a landmark quality. Its design expresses a restrained application of the Interwar Commercial Palazzo style that, while typical for the period and typology, is more broadly unusual for a utilitarian concrete building at the time. Key attributes include its tripartite format (base, *piano nobile*, and attic) and rusticated pilastrade, which underlie the design's understated classicism, as well as remaining unmodified openings. (Criterion E)

Description

The *Caulfield Railway Substation (Former)* is located on the north side of the railway tracks (Pakenham, Cranbourne and Frankston lines), east of Queens Avenue and near the rail bridge. Although set back from Queens Avenue, extensive sightlines to the building are available directly in front. Vistas of the substation are also attainable from the intersection of Queens Avenue and Station Street to the southwest and East Caulfield Reserve to the north. This extent of visibility from the public domain, combined with its scale and distinctive presentation, confers a landmark quality to the substation.



3D model of the *Caulfield Railway Substation (Former)* with elevations identifiers utilised in this citation identified. (Source: Apple Maps)

The substation is a large-scale edifice, approximately 14 metres in height (the equivalent of four to five storeys), with a rectangular footprint (initially comprising a main machine hall in the north and subsidiary switchgear bay in the south). It has two short elevations (east and west) and two long elevations (north and south). The building is constructed of reinforced concrete with rendered brick employed to the lower parts of the wall and some sections of the footings.¹

¹ The concrete may have been delivered by specialised equipment developed by 'civil and mechanical engineer' Malcolm Moore, which was used in the construction of similar substations at East Caulfield and Seaford in the same period. ('Industrial News and Notes', *Daily Commercial News and Shipping List*, 17 August 1921, p10)

The concrete roof of the substation is concealed behind the parapet but has a low pitch. According to the original drawings,² the roof was lined externally in Malthoid, a bituminous membrane specifically intended for use on flat/low pitches. As this material is known to deteriorate with prolonged exposure to UV radiation, it is unlikely to remain.

The roof also features an extended lantern (structure above the roof by which the interior is illuminated and ventilated), the louvred openings of which appear to have been sheeted over. Contemporary guardrails are also evident along the roof perimeter. The plans also detail that 'four-pound lead' was employed for the flashings about the parapet and lantern (as well as to provide a damp proof course). Unusually, square downpipes (with visible rainheads) puncture the cornice. The extant cast-iron examples are likely original, as evidenced by detectable badge/brand names (three are visible on the northern elevation, with possibly four on the southern side).



Queens Avenue frontage, showing the western elevation (short) and northern (long) face.

The substation is designed in the Interwar Commercial Palazzo style. This approach, freely reinterpreting the impressive multistorey townhouses (or palazzi) of Renaissance Italy, developed from the late 19th century as a favoured blueprint in the United States for the façade design of tall offices and institutional buildings. Its employment in Australia, nearly exclusively by architects in the capital cities, was frequent across the interwar years.³ The *Caulfield Railway Substation (Former)* illustrates a particularly restrained version of this style, due likely to its concrete construction and utilitarian purpose. The design is distinct from other similar design approaches in the period, like the Stripped Classical, by the articulation of its pilastrated walls.⁴

For multistorey urban buildings, the merit of the Commercial Palazzo style was that it allowed the classical tripartite format (the base, *piano nobile* (first/main floor), and attic) to be readily adapted for taller façades, with the principal floor/*piano nobile* reproduced as many times as necessary.

The configuration of the substation conforms to this tenet of classical architecture, as shown in its low plinth (the base), main *piano nobile* section (divided into bays by the channelled/rusticated pilasters), and the narrow crowning band above, which indicates the attic level. In this case, while there are no openings to the attic, the recessed sections of the wall between the upper non-channelled parts of the pilasters produce a similar attic-like effect.

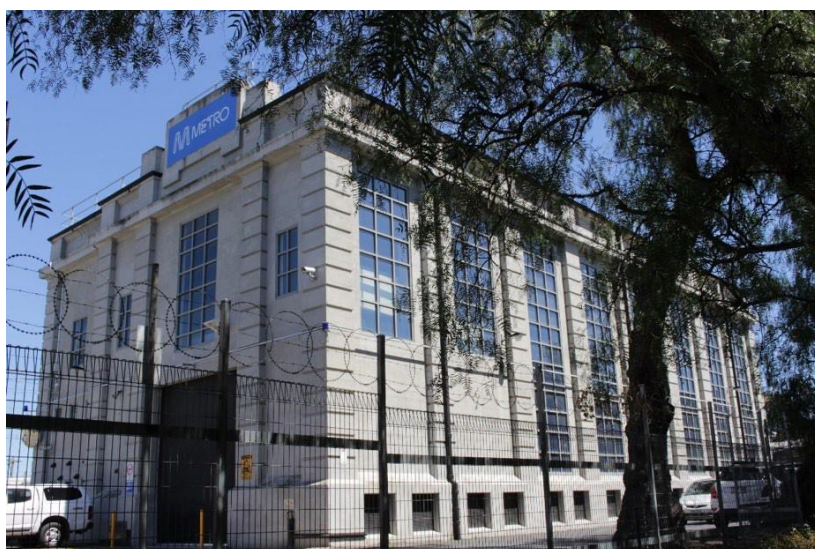
² Merz and McLellan, *Electrification of Melbourne Suburban Railways* (drawings), June 1920, VPRS 12087, P0002, Unit 65, PROV
³ Richard Apperly, Robert Irving and Peter Reynolds, *A Pictorial Guide to Identifying Australian Architecture*, Angus & Robertson, 1994, pp. 168-71

⁴ During the interwar period, a spectrum of classically informed styles evolved with variations depending on the degree of detailing employed. At one end of the continuum, there were elaborately articulated versions, in either an Academic or Free mode, including the Beaux-Arts and Commercial Palazzo styles, while at the other, there were more pared-down versions, such as the Stripped Classical style. In the latter, while symmetry was typical, further articulation by way of cornices, columns or capitals was largely eschewed.

The short façades (eastern and western elevation) of the substation are associated with the machine hall section and are symmetrical, with the broken and panelled pediment acting as a focal point. This part reads as the primary component due to the southern wing being slightly recessed (to accommodate the switchgear bay). The machine hall façade has a central bay with, at the eastern end, two large original openings at both levels (roller door and window). The upper opening to the west face is also original, with the ground floor window a later addition. Flanking the central bay are narrower side bays that only have small windows to their upper level. The recessed southern wing has compact openings to its upper level and, in its western elevation, a doorway with an angled and extruded frame.

The long northern and southern elevations are divided into eight consistent vertical bays by rusticated/channelled pilasters, with the plinth featuring deeply recessed vents. Fenestration to the *piano nobile* section is primarily intact, with modifications restricted to the northern elevation (the upper window in six of the bays has been extended to the plinth).⁵

Window frames were initially steel but were replaced by aluminium frames in circa 2012, although a generally sympathetic multipaned format was retained (albeit larger than the original).⁶ A mostly intact section of basalt pitchers is evident to the crossover at the Queens Avenue entrance to the former Caulfield Railway Substation.



View to the west elevation (left of frame) and the long northern elevation – viewed from the Caulfield East Reserve.



View to the northern (long) and eastern (short) elevations.

⁵ Refer to photograph of the substation's western elevation, taken opposite the railway line, June 2012 – Wongm's Rail Gallery, <https://railgallery.wongm.com/melbourne-railway-traction-substations/E115_1770.jpg.html>, accessed 14 November 2019

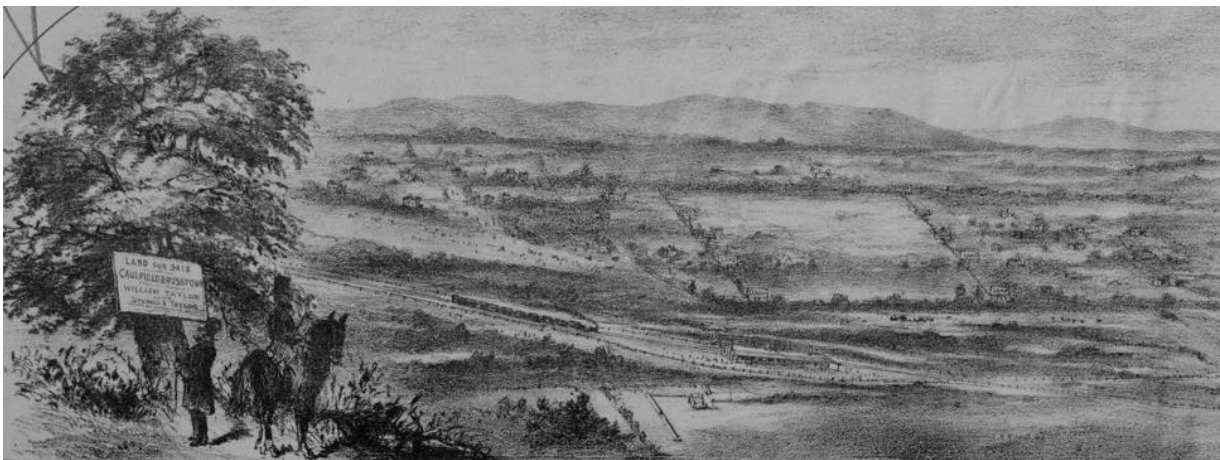
⁶ A tender was called for the supply and erection of 'steel window sashes' for proposed substations at Caulfield, East Camberwell, Mentone and Seaford. ('Advertising', *Argus*, 20 October 1920, p4). The steel-framed windows are still evident in the 2012 photograph – Wongm's Rail Gallery website

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne, a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as ‘Camden Town’. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a ‘pastoral and agricultural district’ in the mid-1860s,⁷ it was still seen as a ‘pretty [and] rural place’ at the beginning of the 1880s.⁸ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area’s reputation for market gardens, nurseries and orchards, rather than as a residential locale.⁹



Sketch of Caulfield railway station and surrounding semi-rural environs in the 1880s.

(Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, 188?*, BIB ID 2038369, SLV)

From the mid-1880s, large swathes of the region began to transform with the hyper-speculation of the ‘land boom’, which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. By the close of the decade, the population had more than tripled (from approximately 2,400 to 8,000), and the dwelling count swelled (400 to approximately 2,000).¹⁰ Like elsewhere on Melbourne’s suburban fringe, this phenomenon was driven by an inflow of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding and single-family house.¹¹ At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city and portrayed the swelling district as ‘marvellous Caulfield’.¹²

This intensity of this phase proved transitory, curtailed by the depression conditions of the early 1890s. General growth renewed gingerly from the turn of the century, stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar years as the district’s middle-class identity solidified. By the mid-1920s, the eastern and central parts of the municipality consisted of various well-established middle-radius suburbs and the district as a whole was second only to the City of Melbourne in population.¹³

⁷ Robert Whitworth, *Bailliere’s Victorian Gazetteer Road Guide*, London, 1865, p84

⁸ Robert Whitworth, *The Official Handbook & Guide to Melbourne*, F Bailliere, 1880, p196

⁹ ‘Caulfield’, *Victorian Places*, 2014, available online; Jill Barnard, ‘Caulfield’, *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

¹⁰ Henry Heylyn Hayter, *Victorian Year Book For 1880-81*, Melbourne, Government Printer, 1881, p48; and Hayter, *Victorian Year-Book 1892*, Melbourne, Government Printer, 1892, p94

¹¹ Graeme Davison, *City dreamers: the urban imagination in Australia*, NewSouth Publishing 2016, Chapter 5

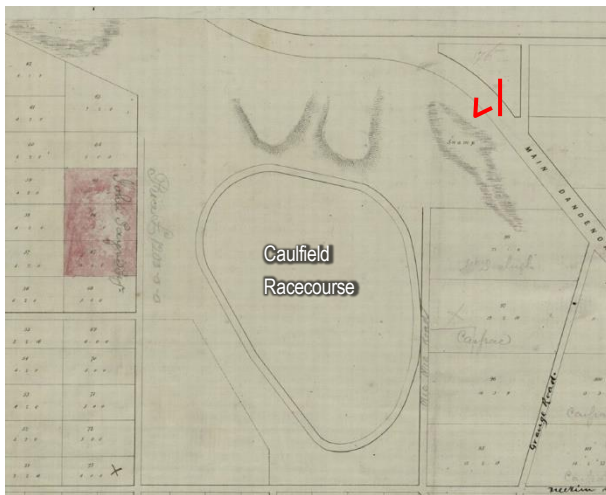
¹² ‘A Place Worth Seeing’, *Prahran Telegraph*, 24 November 1888, p24

¹³ Review of population figures in the *Victorian Year Books*, Australian Bureau of Statistics

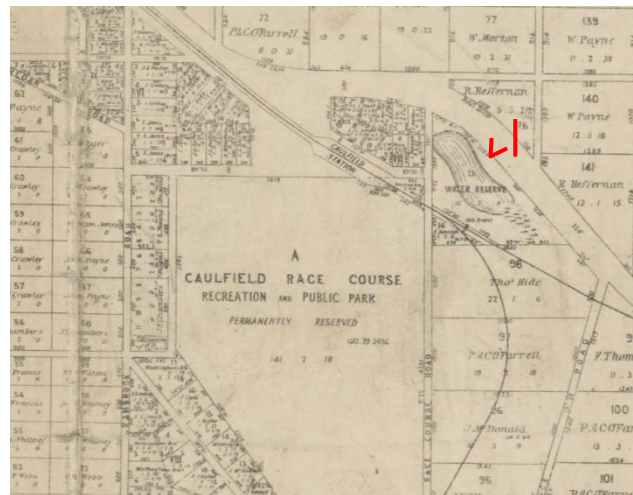
Place-Specific

At its survey in 1856, the subject land formed part of a wide expanse near the centre of the Caulfield district reserved by the Crown.¹⁴ This area included natural wetlands, such as 'Paddy's Swamp' (now Caulfield Park) and 'Black Swamp' (East Caulfield Reserve), as well as a considerable portion of 'flat sandy scrub', known as 'The Heath', part of which was proclaimed as Caulfield Racecourse in 1859.¹⁵

'Black Swamp', which encompassed the subject land, was identified on some late 19th-century maps as a 'water reserve', but by the early 1860s, most of it had been gazetted as the East Caulfield Reserve and, around 1897, drained.¹⁶ The south-western section of this reserve – approximately 0.5 hectares, adjacent to the railway line – was developed as the site for the Caulfield Railway Substation in the early 1920s; however, it does not appear to have been formally excised as a railway reserve until 1938.¹⁷



'Black Swamp' indicated by the red arrow.
(Source: *Suburban Allotments in the Parish of Prahran At Caulfield*, 1857, Map 1, BIB ID 1294024, SLV)



Black Swamp/Water Reserve, red arrow, 1882.
(Source: Department of Crown Lands and Survey, *Prahran, Country of Bourke*, Bib ID 3313636, NLA)

In the early 20th century, Melbourne's population steadily increased, passing the million mark in 1929, predominantly due to country-to-city migration. Such growth led to increased development and concerns about suburban sprawl, which fuelled calls to replace steam locomotives with electric trains.¹⁸ Despite divergent opinions, a view consolidated at the time: 'For heavy suburban traffic over short distances, with short intervals between the trains, the electric motor is paramount.'¹⁹ Alongside the hope for a more efficient service, the environmental benefits related to reducing omnipresent cinders, soot and acrid smoke levels from steam engines in urban areas, all by-products of the steam locomotives, may also have been a factor.

The proposal to convert to an electrical system had been floated in the mid-1890s. It achieved little momentum until Thomas Tait, the Chairman of Commissioners for the Victorian Railways, engaged a young and talented English electrical engineer, Charles Hesterman Merz (1874-1940), to investigate the issue. Merz's report, issued the following year, recommended electrification. The cost of the conversion, however, caused the Commissioners to balk.²⁰

¹⁴ Caulfield was first surveyed by Henry B Foot in the early 1850s, likely on the instructions of Victoria's first Surveyor-General, Robert Hoddle (appointed 1851). Foot's subsequent surveys of the district were later published between 1853-56 (refer to *Plan of portions marked in the Parish of Prahran*, 1851, BIB ID 2030273, SLV; and *Plan of the Parish of Prahran, County of Bourke*, 1853, BIB ID 2153766, SLV), with the majority of initial sales taking place between 1854-64. (Peter R Murray and John C Wells, *From sand, swamp and heath: A History of Caulfield*, J & D Burrows, 1980, p2)

¹⁵ 'Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referenced the central part of the reserve and remained in popular use into the 20th century.

¹⁶ 'Caulfield Shire Council', *Brighton Southern Cross*, 13 March 1897, p2

¹⁷ *Parish of Prahran (at Caulfield) Country of Bourke*, P79(1), Put-away map, Landata

¹⁸ Peter McDonald, 'Demography', *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

¹⁹ 'Electrical Notes', *Building*, vol. 15, no. 91, 12 March 1915, p169

²⁰ S E Dorman and R G Henderson, *The Electric Railways of Victoria*, Australian Electric Traction Association, 1979, pp5-8



(Left) Portrait of Charles H Merz, undated. An innovator of high-voltage AC power distribution, he advised the British government on setting up a national electrical network. Merz was killed in an air raid during the Second World War. (Source: 'Gallery of Engineers', IET Archives)

The Metropolitan Traffic Commission revived the matter in 1910, and Merz was re-engaged via his Newcastle upon Tyne-based engineering consultancy Merz and McLellan to prepare another report. Based on this second set of findings, the Victorian Parliament approved the progressive electrification of the entire suburban railway system in December 1912. Merz and McLellan were appointed to oversee this 'gigantic scheme', the expenditure of which was later reported to be over £6 million.²¹ They were to be responsible for the overall design and technical provisions of the scheme through the oversight of their Melbourne representative, E P Grove, who was appointed Chief Superintending Engineer.

Initially, the project was scheduled for completion by 1917. However, the outbreak of the First World War delayed the project during its 'embryonic stage', which proved a 'severe handicap'.²² Trial runs at Flemington Racecourse were not conducted until October 1918 (the first use of an electric train in Australia) and a permanent electric service not established until May 1919 (between Sandringham and Essendon stations). Upon eventual completion by the mid-1920s, Melbourne's electrified network was considered one of the most extensive and advanced of its type in the world.²³

Merz's plan involved the construction of a series of new railway substations, which were required to convert the high-voltage electricity generated by the Newport Power Station (est. 1918) into a current appropriate for traction purposes. While the number and location of these buildings fluctuated over the scheme, 15 substations were ultimately erected between 1914 and 1923.²⁴ In terms of capacity and scale, the Caulfield Railway Substation belonged to the middle tier of the Merz's substations (which also included Newmarket, North Fitzroy and East Camberwell) and was equipped with three rotary convert units (3,000 kW each).²⁵

²¹ 'Railway Electrification Scheme', *Weekly Times*, 21 September 1912, p35; and 'Railway Electrification for S.A.?: Melbourne Experience Has Shown Many Advantages Of The System', *Advertiser*, 15 December 1945, p5

²² E P Grove, *Railway Electrification: Melbourne suburban system*, Commonwealth Engineer, 1919, p1

²³ Andrew C Ward & Associates, *Metropolitan Railway System Electricity Substation Heritage Analysis*, 1991, passim

²⁴ Merz's 1912 report proposed the erection of twelve substations. This number was later increased to 15 (Jolimont, Newmarket, North Fitzroy, East Camberwell, East Caulfield, Newport, Middle Brighton, Mentone, Glenroy, Albion, Macleod, Mitcham, Springvale, Reservoir and Seaford).

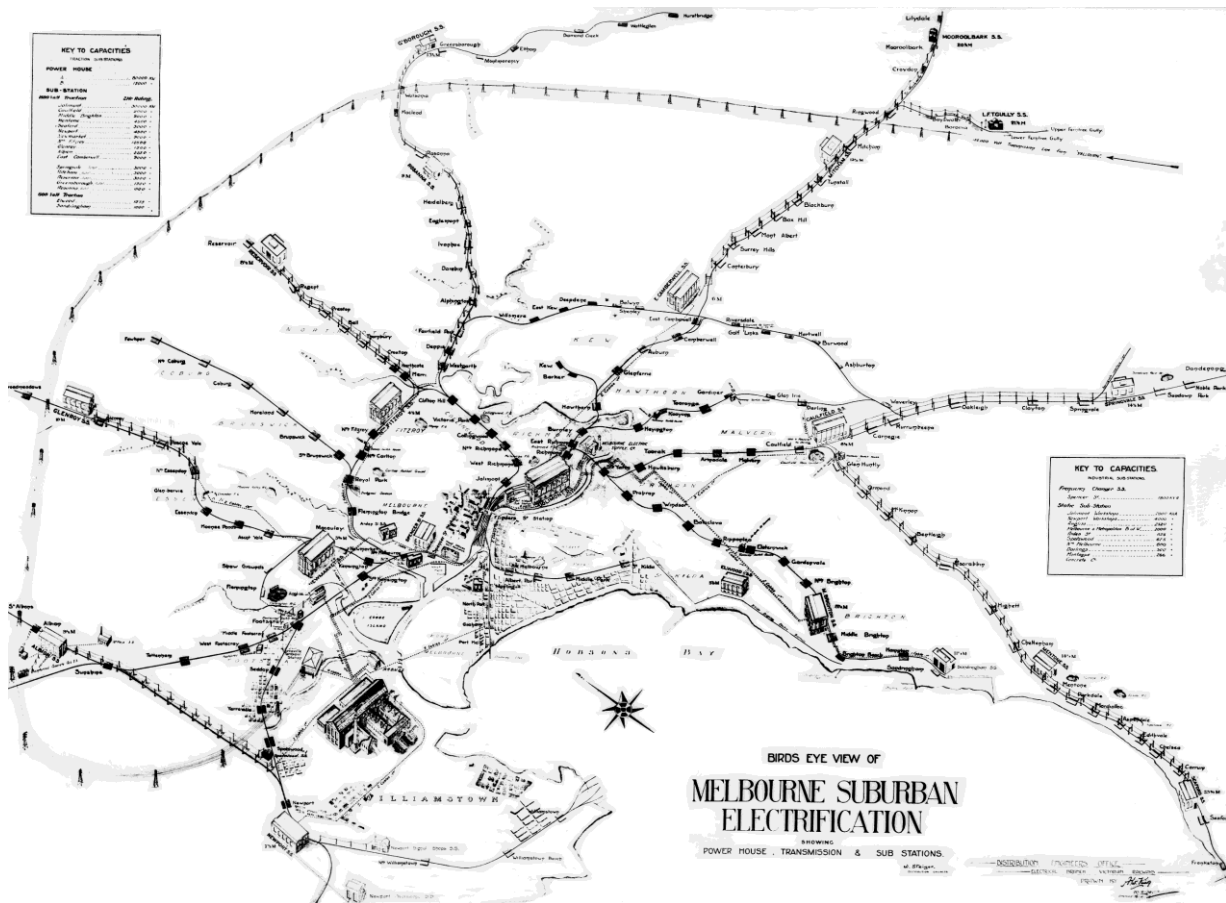
²⁵ Dornan and Henderson, *The Electric Railways of Victoria*, passim

The Caulfield Railway Substation was erected by the Victorian Railways between late 1920 (when its foundations were recorded as being laid) and 1922, when it was reported as powering ‘full high-speed electric train(s)’ on the Caulfield line by February that year.²⁶ Coal strikes in England, which delayed the delivery of specialised equipment, were blamed for its prolonged construction.

It had been intended for private contractors to undertake the construction of the substations (tenders for Caulfield were called in 1915); however, Victorian Railways ultimately decided to complete the building work of several, including Caulfield, themselves because of delays and disruption of several First World War.²⁷ The Merz and McLellan’s drawings were employed, although it seems likely that that the architects of the Way and Works Branch at Victorian Railways would also have been involved in the design.²⁸

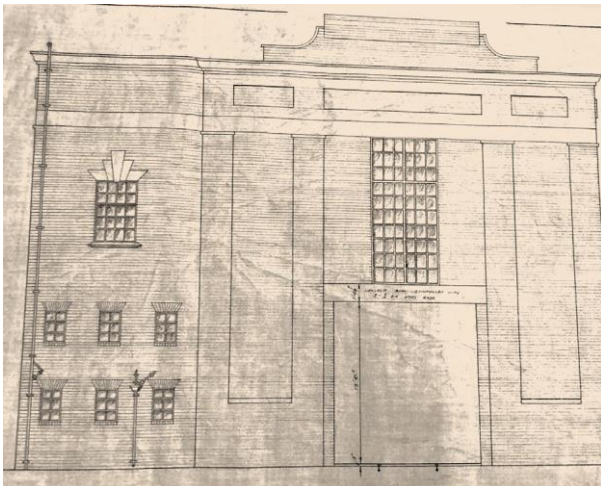
Following the railway network’s general electrification, the *Industrial Australian and Mining Standard* journal published a series of celebratory articles, one of which included detailed coverage of the Caulfield Railway Substation, with a particular focus on its sophisticated internal equipment:

[The Caulfield Railway Substation was] constructed of reinforced concrete, flushed over with cement ... from the inside the effect is distinctly pleasing, the parquet floor of the gallery and the tiled flooring of the machine bays, in conjunction with the olive green of the machines, adding a touch of colour to the usually drab surroundings ... The building is divided into two sections, the machine section and the switchgear section, the latter being distributed over three separate floors. The ground floor is occupied by the direct current cells, the first floor by the operating gallery, and the second floor by the high tension switchgear ...²⁹

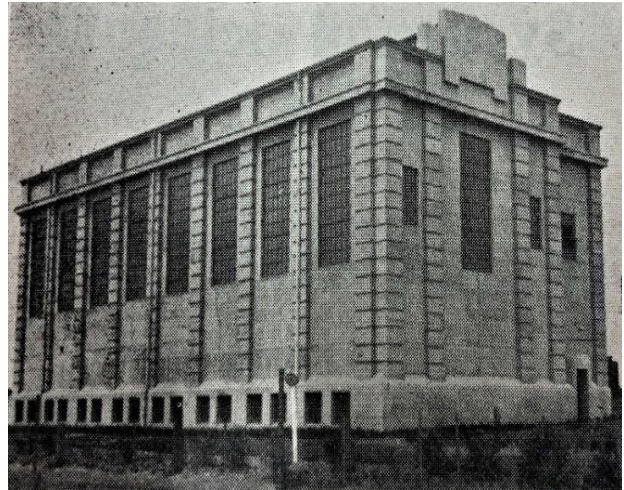


Hand-drawn overview of Melbourne’s electrified network upon completion, dated 1924 – the Caulfield Railway Substation is indicated by the red arrow. (Source: H S King, Electrical Branch of Victorian Railway, VPRS 12800, H 2452 GLS, PROV)

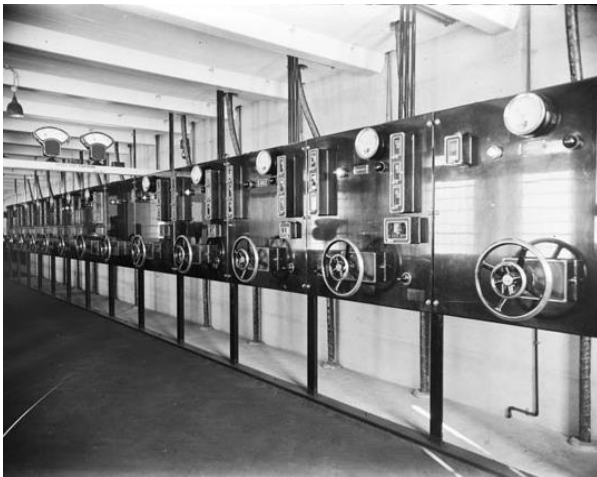
26 'Railway Electrification', *Argus*, 6 September 1921, p7; and 'Tram Electrification', *Age*, 3 February 1922, p8
 27 'Government', *Argus*, 24 November 1915, p5; and Dorman and Henderson, *The Electric Railways of Victoria*, pp14-15
 28 Merz and McLellan, *Electrification of Melbourne Suburban Railways*, PROV; Ward, *Metropolitan Railway System Electricity Substation Heritage Analysis*, p69; and 'Railway Electrification: Fast Caulfield Trains', *Age*, 27 February 1922, p9
 29 'The Metropolitan Railway System of Melbourne: Electrical Equipment', *Industrial Australian and Mining Standard*, 22 November 1923, p797



Eastern elevation plan for *Caulfield Railway Substation*, drawn by Merz and McLellan, dated 1920.
(Source: VPRS 12087, P0002, Unit 65, PROV)



Photograph of the northern and western elevation of the Caulfield Railway Substation. (Source: *Industrial Australian and Mining Standard*, 22 November 1923, p798)



Operating Gallery, Caulfield Railway Substation.
(Source: *Photographic Collection: Railway Negative: Alpha-numeric systems*, VPRS 12800, CEE/084, PROV)



Internal photograph of the substation's ground floor with Siemens Rotary Converters. (Source: *Photographic Collection: Railway Negative: Alpha-numeric systems*, VPRS 12800, CEE/0439, PROV)

Before being decommissioned in the late 1950s, the *Caulfield Railway Substation* operated as a key component of the suburban railway network, being responsible for powering the Pakenham, Cranbourne, and Frankston lines. In the wake of its closure, different building uses were suggested, including its adaption into a junior technical school. Instead, Victorian Railways 'converted' the building into a railways workshop, a use that continues.³⁰

The single-storey cream brick construction depot/workshop, located immediately east of the substation, was constructed between the early and mid-1950s (refer to aerial photographs below).

³⁰ 'Report on Rail Site for School', *Age*, 27 January 1959, p7



A mid-to-late 1950s photograph of *Caulfield Railway Substation* from the railway line and, to its right, the construction depot/workshop. (Source: *Photographic Collection: Railway Negative: Alpha-numeric systems*, VPRS 12800, S 1132, PROV)



Oblique aerial photograph, likely 1928, depicting the short eastern elevation and longer southern face of *Caulfield Railway Substation*. (Source: Charles D Pratt, *Caulfield Racecourse, including Station Street*, H91.160/1648, SLV)



1956 aerial photograph of the *Caulfield Railway Substation*, identified by the red arrow, with construction depot/workshop present to the east. (Source: *Melbourne Outer Suburbs Project*, no. 250, Run 15, Frame 73, Landata)



1974 aerial photograph of *Caulfield Railway Substation* with north at right of frame.
(Source: *Melbourne 1974*, Run 41E, Frame 186, Landata)

Thematic Context/Comparative Analysis

City of Glen Eira Thematic Environmental History [Refresh] 2020 (Built Heritage):

- 3.3 Linking Victorians by rail

Known comparable places in the City of Glen Eira

In terms of form and façade configuration, the *Caulfield Railway Substation* is indicative of its type in the interwar period. The general design was employed for other early 1920s substation buildings at Seaford (five bays, now seemingly derelict), Mentone (seven bays, since converted to apartments), and East Camberwell (eight bays, now a works depot, City of Boroondara/HO696). Of these, the *Caulfield Railway Substation* and one at East Camberwell remain the most externally intact. These structures were broadly similar to their predecessors, the red brick substations of the 1910s (Federation period), though generally smaller in scale.

In Glen Eira, only one substation is affected by a heritage overlay, the *Former Elsternwick Tram Station* (HO58/VHR H2322) at 6-8 Rusden Street, Elsternwick. This single-storey red brick substation building was erected in 1914 by the Prahran & Malvern Tramway Trust and is a fine example of the Federation Free Classical style (Edwardian Baroque).

A grander version of this idiom was utilised during the first (Federation) phase of railway substation construction during the electrification scheme, namely at North Fitzroy (1915 – VHR H0939), Newport (1914-16 – Hobsons Bay City/HO175), and Albion (1919 – Brimbank City/HO028). The general format of these substations is similar to that of the *Caulfield Railway Substation*; however, the other examples tend to be larger, utilise red brick and rendered elements for walling, deploy a horizontal emphasis through banding, and feature various classicised elements (arched openings, pediments, keystones). In comparison, the interwar concrete substation types, while also classically influenced, had an external articulation of a different ilk.

Interspersed across Glen Eira are several modest interwar brick substations that display a restrained – even spartan – classicism. These appear to have been built by the State Electricity Commission of Victoria (SEC). There is also a more considerable late interwar SEC substation at 50 Neerim Road, Caulfield, which is constructed of bi-chromatic brick in a Functionalist design. All of these examples represent a different variety of design to that of *Caulfield Railway Substation*.

Previous Assessment

Andrew Ward, *City of Caulfield Urban Conservation Study*, field survey sheet 29, 1990:

- C grade (local significance)

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar Energy Systems Controls	Yes
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be as outlined on the following map:



Recommended extent of the overlay.
(Source: Nearmap, August 2019)

BALACLAVA ROAD VICTORIAN GROUP

Address	Balaclava Road: 326 to 338A and 344 (north side), and 347 to 351 (south side)
Significance	Local
Construction Dates	1888-89
Period	Late Victorian period
Date Inspected	Mid-2019, Late 2022



338 and 338A Balaclava Road

Statement of Significance

What is Significant?

The *Balaclava Road Victorian Group* is a loose cluster of late 19th-century villas, row houses, cottages, and shop/dwellings that were primarily constructed by Wybars, a family of Scottish immigrants who had arrived in Melbourne by at least 1885. Within two years, husband-and-wife George and Agnes Wybar and some of their adult children acquired land near the intersection of Balaclava and Kambrook roads, including the majority that now forms the group. The Wybars were responsible for all of the building activity (1888 and 1889) in the group, except that of the weatherboard cottage at 326 Balaclava Road.

The following original elements contribute to the significance of the *Balaclava Road Victorian Group*:

- Generally intact single-storey dwellings dating from the late Victorian period,
- L-shaped plans at 330, 338, and 338A Balaclava Road,
- Existing subdivision pattern,
- Established setbacks,

- Intact hipped roof forms,
- Brick or rendered chimneys with elaborate caps and moulding,
- Bracketed eaves, both to the front and side elevations,
- Parapets, including all ornamentation, such as pediments, balustrades, panelled pilasters, console brackets, moulded motifs (shells, floral, ferns, acanthus), urns, statuettes, tiled or vermiculated panels, etc.,
- Intact walls of bichrome or polychrome brickwork, including tuck-pointing and brick patterning,
- Basalt plinths,
- Intact timber-framed walls of ashlar boarding or painted weatherboards,
- Verandahs, including single-pitch or convex roof forms, decks of tessellated tiles, and all cast-iron elements (fluted columns, friezes, fringes, brackets),
- Timber-framed, double-hung sashes and masonry sills, including brackets, and
- Panelled timber doors, including transom windows and sidelights.

Contributory places:

- Balaclava Road: 326, 330, 332, 334, 338, 338A, 344, 347, 349, 351

Non-contributory places:

- None

How is it Significant?

The *Balaclava Road Victorian Group* is of historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The *Balaclava Road Victorian Group* is of historical significance for its capacity to illustrate speculative development in Caulfield North in the late 1880s. During this phase of rapid growth – part of Melbourne’s broader ‘land boom’ – large sections of the district assumed a suburban formation, particularly in the vicinity of rail corridors. The masonry buildings, which comprise most of this group, were constructed at the behest of the Wybar family between 1888 and 1889. This flurry of Wybar-directed activity was largely responsible for establishing a small enclave in the vicinity of the intersection of Balaclava and Kambrook roads that remained largely self-contained into the mid-20th century. As a small-scale contractor, George Wybar was both builder and superintendent, utilising his skillset and labour, and that of his sons and hired tradesmen, to erect shops and dwellings that he either tenanted or sold on completion. Such activity underwrote much of Caulfield’s evolution from a semi-rural locality to an increasingly urban landscape in the late Victorian period. Although Wybar was likely typical of builder-developers in the region, it is rare in the context of the municipality to gain this level of insight into their personal background, operations, and output at such a definable level. The timber cottage at 326 Balaclava Road is not associated with the Wybars but is an uncommon surviving example of its type in this part of the municipality. (Criterion A)

The *Balaclava Road Victorian Group* is of aesthetic significance as a collection of good and, for the most part, substantively intact late 19th-century dwellings. These buildings express the then-popular Italianate style, although they display an especially rich range of detail for buildings of such a modest scale. Distinguishing many within the group are elaborate pediments adorned with recurring motifs, such as shells, floral arrangements, unicorns, lions, and vermiculated or tiled panels. These compositions signal their construction by the Wybars. The use of patterned tiles in panels is particularly distinctive within this context and evocative of late Victorian period taste, as well as the propensity of the Wybars for ostentatious presentation. More broadly, this level of façade embellishment reflects the ebullience of the ‘land boom’ era and the aspirations of home and shop occupants to present a ‘grand’ front to the street. In the context of the municipality, the integrated shop/residences and their U-shaped format (330 and 338/338A Balaclava Road) are also noteworthy. Augmenting the *Balaclava Road Victorian Group*’s aesthetic quality is its spatial and visual relationship to other similarly designed nearby buildings for which the Wybars were also responsible. (Criterion E)

Description

The *Balaclava Road Victorian Group* encompasses two clusters of buildings that address both sides of Balaclava Road, near its intersection with Kambrook Road. To the front of some group members are sections of basalt channelling. To the rear of nos 347 to 351 runs a basalt-paved laneway. Other public domain elements (street trees, footpaths, nature strips, and crossovers) date after the formative late Victorian period.

The group is formed by nine single-storey, freestanding buildings, except for the co-joined pair (row houses) at nos 332 and 334. Two of these buildings were constructed as integrated shop/dwellings (nos 330, 338 and 338A) and, together with no 326, are doubled-fronted. The remaining dwellings are single-fronted.



326 (left) and 330 (right) Balaclava Road.



338 Balaclava Road.

Characteristic of such development in the late 19th century, the allotments are narrow and elongated, a pattern that remains. The buildings have small setbacks from the front boundary, although the projecting shopfronts (nos 330 and 338/338A) are set to the footpath. All have limited or no side setbacks.

The group contains three common late 19th-century typologies; small villas (nos 347, 349, 344, 351), row houses (nos 332/334), combined shop/residences (nos 330 and 338/338A), and a cottage (no 326). Outside of 326 Balaclava Road, all the other buildings were erected by the Wybars in the popular idiom of late Victorian period Melbourne – the Italianate style.

By the 1880s, the Italianate style was widely perceived as the epitome of contemporary design. Imported from England, it blended the classical tradition with a conscious pursuit of the 'picturesque'. A key objective was the presenting an appealing composition to the public realm. Its hallmarks included asymmetrical massing, bracketed eaves, diverse classicised motifs, bays (mostly faceted), grouped windows and – at more extravagant examples – a tower element (not present in this group). The Italianate idiom was utilised across the built spectrum in the late 19th century, its attraction to contractors bolstered by propagation in pattern books, ease of construction (often utilising 'stock items for decoration') and scope for adaption.¹

Like many professional builders in the period, the Wybars deployed a consistent package of features across their projects. An identifier of their work, both at this group and other buildings they were responsible for in the immediate area, is their preference to continue bracketed eaves (paired and timber) to the side elevations – a less standard affectation at the time. In general, the Wybars employed a rich compositional approach for their projects, which typically revolved around an ostentatious pediment. This feature was not atypical for the late Victorian period; however, such a concentrated degree of detail was less common at the level of more modest suburban dwellings and commercial premises.

Roofs in the group are hipped, most with rear M-profiles (comprising a central valley to the rear half, which enabled a low ridgeline) and are either fully or partially concealed by parapets, except at no. 349. The 1945 aerial photograph shows that other than nos 326 and 349 (metal roof sheeting), all other roofs were originally clad in slate. The slate has since been replaced by corrugated metal sheeting or tiles.

Chimneys, either single or paired, of polychrome brickwork with moulded corbels and brackets are present on most of the group's buildings. However, some are rendered (nos 332 and 334), and several are overpainted. A narrow eaves overhang is also a standard feature.

Most of the group's buildings are of brick construction in a Flemish bond, with remnant tuck-pointing to façades. Bichrome brickwork (cream, red or dark brown, the latter likely Hawthorn bricks) predominates, although no. 351 is polychromatic. Several have been overpainted to some degree.² Only two members of the group are timber-framed, with no 349 featuring ashlar boarding to its façade, while no 326 is clad in painted square-edged weatherboard.

Rendered pediments (overpainted) provide elaborate silhouettes across the group. All exhibit a plethora of ornamentation, namely pediments (either arched, curved or triangular with floral or shell motifs), classicised balustrades, panelled pilasters and console brackets, which tend to be individualised by an array of moulded decorations (spiral/scroll-like ornaments and rosettes), tiled or vermiculated panels. Pre-cast cement decorations, such as urns and statuettes (strikingly, unicorns and lions), are also apparent. House name plates or inscriptions appear at several places on the cornice, often below the pediment.

Verandahs also define the façades. These are mainly single-pitch roofs independent of the primary roof and clad in corrugated metal sheeting. Indicative of late Victorian period design in Melbourne (and the prosperity of the 'land boom' era), many display florid combinations of cast-iron components (domestically produced as stock items during the 1880s), including fluted columns with classicised capitals and/or bases, and a range of filigree friezes/fringes/brackets (diverse patterns). Decks of tessellated tiles also survive in some places. As a more economical type, the façade spanning verandah of no. 326 likely had timber posts (existing appear to be replacements) and a plain frieze.

The group has two shopfronts or 'display windows' at nos 330 and 338/338A. Both are set in the street-facing walls of wings that project from the setback residence to the footpath. Their U-shaped format is distinctive in the municipality and demonstrates a

¹ Timothy Hubbard, 'Italianate Style', in Phillip Goad and Julie Willis, eds., *The Encyclopedia of Australian Architecture*, Melbourne, Cambridge University Press, 2012, pp356-57

² Completely overpainted at nos 330, 338 and 338A and partly so at no. 344 (to the sides) and no. 351 (façade).



degree of planning, conceivably, the desire of the Wybars to achieve a more varied streetscape. The shopfront at 338/338A is a recessed tripartite 'display window', which is likely original. Its initial access was likely in the east elevation (note infilled arched opening) from the right-of-way. The shopfront and verandah at no. 330 have recently been replaced.




Original windows elsewhere in the group are tall timber-framed and double-hung sashes, predominantly grouped in pairs or tripartite configurations, often with a central unit flanked by narrow sidelights. Several also have rendered and bracketed masonry sills. Most buildings display four-panelled and low-waisted timber doors with sidelights and transom windows. Some door frames also feature small projecting console brackets.

No group member retains an original front fence. High masonry replacement fences have been introduced in some cases, which tend to obscure views of the façade.

The following Schedule provides additional information about individual buildings.

Schedule – Balaclava Road

Address	Key Attributes	Image
No. 326	<p>Constructed in 1888, partly obscured. Painted weatherboard. Chimney removed.</p> <p>Bracketed cornice to façade.</p> <p>Façade spanning verandah is altered, although convex profile roof may be original. Square section stop-chamfered posts appear to be sympathetic replacements.</p> <p>Original tripartite window.</p>	
No. 330	<p><i>Tarnaki House</i> (Maori name for a mountain on New Zealand's North Island), combined shop and residence, erected in 1889.</p> <p>L-shape plan, the design mirrors nos 338/338A.</p> <p>Shopfront retains panelled pilasters and parapet with triangular pediment (floral motif) and bottled balustrade, but the metal framing and glazing is contemporary. Side sashes (east side of projecting wing) are likely original.</p> <p>Timber-framed shopfront and glazing are contemporary.</p> <p>Skillion verandah has been rebuilt with replacement metal frieze, brackets, and posts.</p> <p>Original door and tripartite window (verandah wall) remain</p>	 <p data-bbox="774 1715 1114 1744">(Source: courtesy of Glen Eira Council)</p>

Address	Key Attributes	Image
Nos 332 and 334	<p><i>Albert Villa and Stanley Villa</i> (Federation period names), co-joined pair built in 1889, partly obscured. Bichrome brickwork with a cream brick string course. Wing walls.</p> <p>Parapet with a pair of arched pediments (shell motif), ornate balustrade, panelled piers, some urns, and console brackets.</p> <p>Verandah retained to no. 334 but enclosed to no. 332. Detail lost.</p> <p>Cast-iron post and frieze are replacement elements. Original door and tripartite windows at no. 334.</p>	
Nos 338/338A	<p><i>Dunedin House</i> (city on New Zealand's South Island, name derives from Scottish Gaelic), combined shop and residence, constructed in 1889.</p> <p>Basalt plinth (eastern elevation).</p> <p>L-shape plan, design mirrors no. 330. Shopfront has panelled pilasters and a parapet with triangular pediment (floral motif), bottled balustrade and urns. Recessed front windows with planter box.</p> <p>Verandah with two fluted cast-iron columns (Corinthian order capitals) and geometric frieze and brackets – likely replacement. Deck not original. Original doors and tripartite windows with timber shutters.</p>	
No. 344	<p><i>Kirkstall</i>, constructed in 1888.</p> <p>Bichrome brick with diaper pattern to façade (red brick). Comparatively tall polychrome brick chimney.</p> <p>The parapet has an arched pediment (shell motif), bottled balustrade, dentillated cornice, small vermiculated panels and console brackets (floral motif).</p> <p>Verandah with single fluted cast-iron column (Corinthian order capitals) and decorative frieze and bracket (fan motif), and fringe (fleur-de-lis). Deck of tessellated tiles.</p> <p>Original door and pair of double-hung sashes with bracketed sill.</p>	

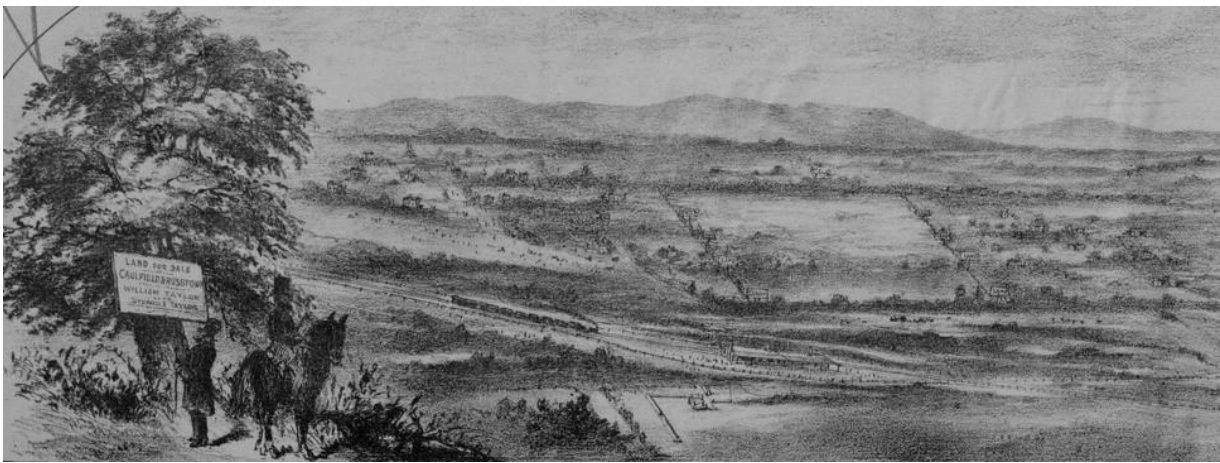
Address	Key Attributes	Image
<p>No. 347</p>	<p><i>Ben Bolt Villa</i> (presumably a reference to a mid-19th century poem by Thomas Dunn English), erected circa 1888. Partly obscured.</p> <p>Bichrome brickwork.</p> <p>The parapet has a curved pediment with flanking floral motifs, bottled balustrade, console brackets and, notably, panels of coloured tiles (floral patterning).</p> <p>Verandah retains cast-iron frieze, brackets (fan motif), fringe (geometric), and a fin wall with an arched recess. Deck altered. The original door and tripartite window display an ornate bracketed sill.</p>	
<p>No. 349</p>	<p><i>Tillicountry</i> (town in Scotland, near Edinburgh), built in 1888.</p> <p>Partly obscured by high brick fence.</p> <p>Hipped roof integrates verandah (partly altered) – retains three turned timber posts and cast-iron frieze and brackets (geometric motif) and fringe (cross motif).</p> <p>Facade wall of timber ashlar boarding.</p> <p>Original door (transom only) and tripartite window (sidelights have coloured glazing, top pane).</p>	
<p>No. 351</p>	<p><i>Ruby Villa</i>, erected in 1888. Partly obscured.</p> <p>Retains polychrome brickwork to visible side elevation (overpainted to the front).</p> <p>The parapet has an arched pediment (acanthus motif) flanked by lion and unicorn statuettes, classicised balustrade, vermiculated panels, and urns.</p> <p>Verandah is largely intact with a pair of fluted cast-iron columns (Corinthian order capitals) and frieze, brackets, and fringe (fern motif). Includes a fin wall with an arched recess and a deck of tessellated tiles.</p> <p>The original door and pair of double-hung sashes with bracketed sill are also evident.</p>	

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne, a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as ‘Camden Town’. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a ‘pastoral and agricultural district’ in the mid-1860s,³ it was still seen as a ‘pretty [and] rural place’ at the beginning of the 1880s.⁴ The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area’s reputation for market gardens, nurseries and orchards, rather than as a residential locale.⁵



Sketch of Caulfield railway station and surrounding semi-rural environs in the 1880s.

(Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, 188?*, SLV, BIB ID 2038369)

From the mid-1880s, large swathes of the region began to transform with the hyper-speculation of the ‘land boom’, which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. By the close of the decade, the population had more than tripled (from approximately 2,400 to 8,000), and the dwelling count swelled (400 to approximately 2,000).⁶ Like elsewhere on Melbourne’s suburban fringe, this phenomenon was driven by an inflow of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding and single-family house.⁷ At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city and portrayed the swelling district as ‘marvellous Caulfield’.⁸

This intensity of this phase proved transitory, curtailed by the depression conditions of the early 1890s. General growth renewed gingerly from the turn of the century, stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar years as the district’s middle-class identity solidified. By the mid-1920s, the eastern and central parts of the municipality consisted of various well-established middle-radius suburbs and the district as a whole was second only to the City of Melbourne in population.⁹

³ Robert Whitworth, *Bailliere’s Victorian Gazetteer Road Guide*, London, 1865, p84

⁴ Robert Whitworth, *The Official Handbook & Guide to Melbourne*, F Bailliere, 1880, p196

⁵ ‘Caulfield’, *Victorian Places*, 2014, available online; Jill Barnard, ‘Caulfield’, *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008

⁶ Henry Heylyn Hayter, *Victorian Year Book For 1880-81*, Melbourne, Government Printer, 1881, p48; and Hayter, *Victorian Year-Book 1892*, Melbourne, Government Printer, 1892, p94

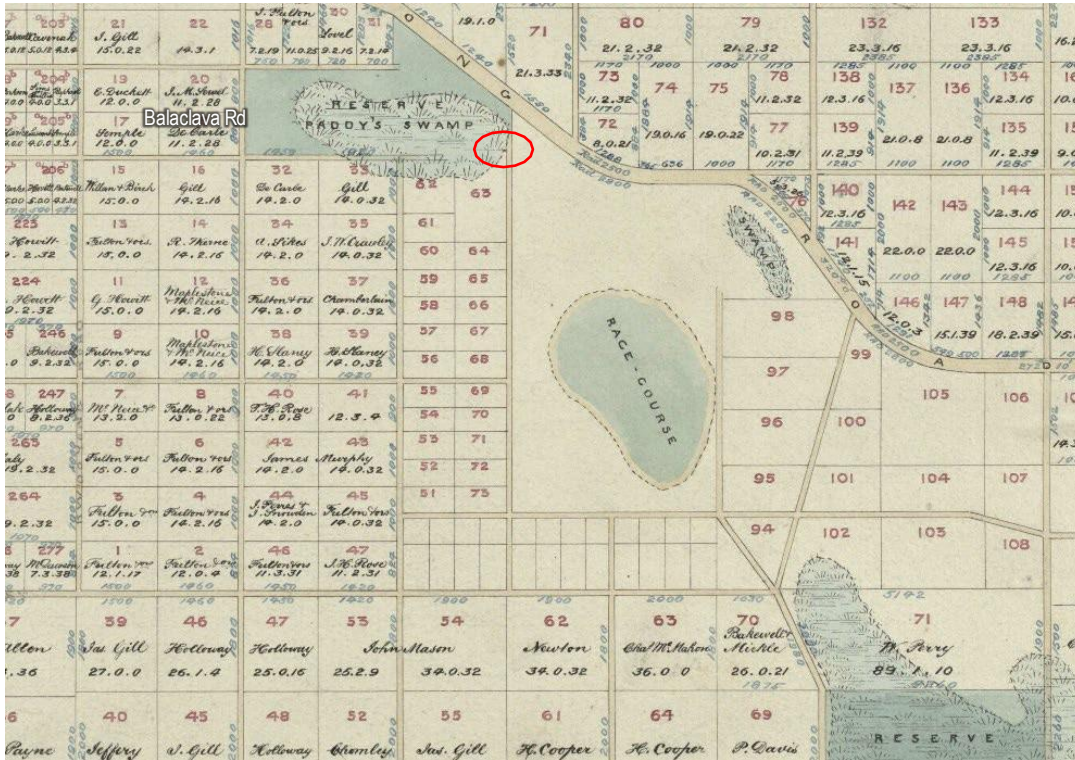
⁷ Graeme Davison, *City dreamers: the urban imagination in Australia*, Sydney, NewSouth Publishing 2016, Chapter 5

⁸ ‘A Place Worth Seeing’, *Prahran Telegraph*, 24 November 1888, p24

⁹ Review of population figures in the *Victorian Year Books*, Australian Bureau of Statistics

Precinct-Specific

The land included within the Balaclava Road Victorian Group formed part of a wide expanse near the centre of the Caulfield district reserved by the Crown for recreational purposes at its survey in 1856.¹⁰ This area included natural wetland, such as ‘Paddy’s Swamp’ (now Caulfield Park) and ‘Black Swamp’ (East Caulfield Reserve), as well as an area of ‘flat sandy scrub’, known initially as ‘The Heath’, of which part of was proclaimed as Caulfield Racecourse in 1859.¹¹ The group was also situated near an early service/commercial centre in the district, which developed at the south-eastern corner of Balaclava and Hawthorn roads, opposite Paddy’s Swamp.¹²



Extract from a parish map showing the extent of reserved land near the centre of the Caulfield Road District. The area between Bambra and Kambrook roads had been alienated from the reserve in 1857 (although it was not auctioned until 1864). The approximate location of the Balaclava Road Victorian Group is indicated by the red circle. (Source: Thomas H Lightfoot, *Plan of the Parish of Prahran in the Country of Bourke*, 1865, SLV)

Control over of the reserve system remained a contentious local matter into the 1870s, a period in which Paddy’s Swamp – despite the large-scale extraction of peat/sand and hydrological disturbances – remained a relatively natural environment:

[being] only fenced on two sides, the rest ... open and about a quarter of it a big swamp with a bed of reeds in the centre and teeming with wild duck and swans.¹³

Around 1878, the north-eastern section of this remnant wetland was excised in order to supply a route for the Gippsland railway

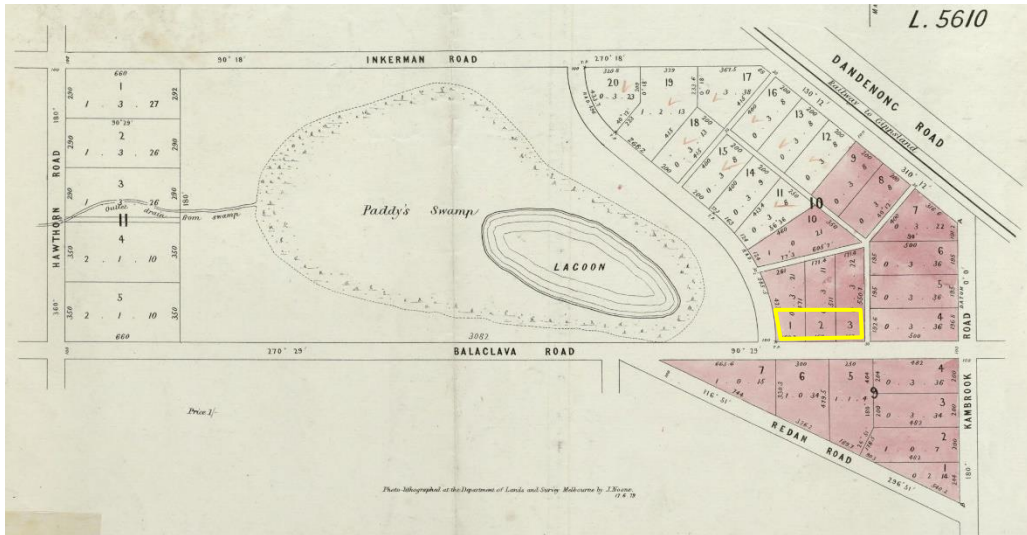
¹⁰ Caulfield was first surveyed by Henry B Foot in the early 1850s, likely on the instructions of Victoria’s first Surveyor-General, Robert Hoddle (appointed 1851). Foot’s subsequent surveys of the district were published between 1853-56 (refer to *Plan of portions marked in the Parish of Prahran*, 1851, SLV, BIB ID 2030273; and *Plan of the Parish of Prahran, County of Bourke*, 1853, SLV, BIB ID 2153766), with the majority of initial sales taking place between 1854-64 – Peter R Murray and John C Wells, *From sand, swamp and heath: A History of Caulfield*, J & D Burrows, 1980, p2. Foot also established the locality’s road grid, including Balaclava and Kambrook roads.

¹¹ ‘Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation’, *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and ‘The Caulfield Races’, *Argus*, 25 April 1859, p5. The name, ‘The Heath’, referenced the central part of the reserve and remained in popular use into the 20th century.

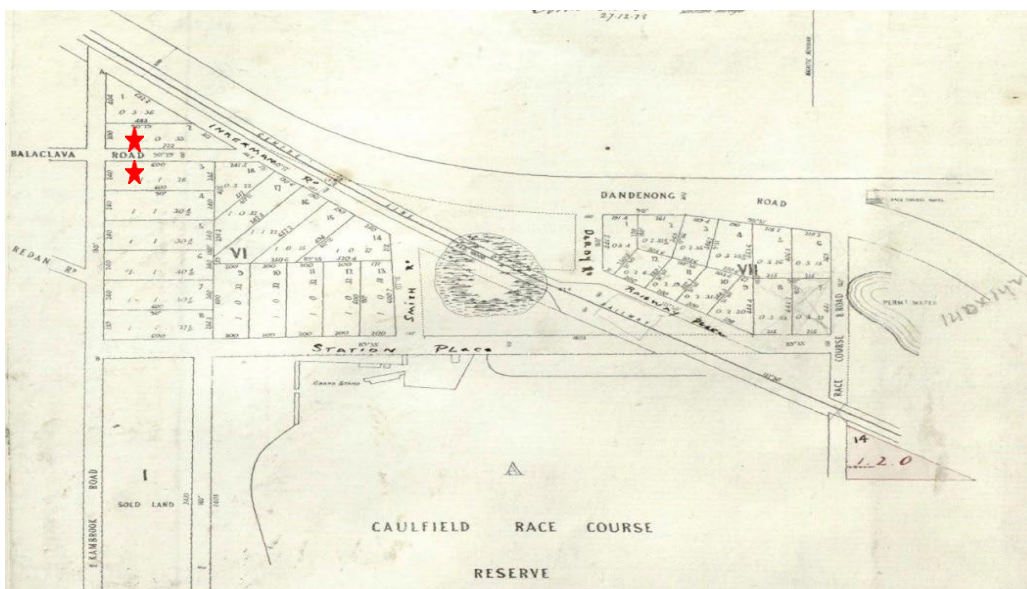
¹² Comprising the ‘Black Chapel’, the locality’s first church (and later post office) and the Caulfield Hotel (circa 1860 – replaced by St Aloysius’s Church) as well as several commercial premises and residences – Geulah Solomon, *Caulfield’s Heritage: Caulfield’s Building Heritage*, vol. 1 (Burwood, City of Caulfield, 1989), pp. 86-87; and Murray and Wells, *From sand, swamp and heath*, p7

¹³ William Ludwig Samuel Sebastian Lechte, *Caulfield 1869-1935: Memories of the Past*, City of Caulfield, 1992, p1

line.¹⁴ To the vexation of the then Shire of Caulfield (1871-1901), the Land Office then subdivided and sold off a sizable part of Paddy's Swamp and much of The Heath (only recently split by the construction of Caulfield Station) in 1879.¹⁵ The following maps, which depict the formation of new streets and the extension of Balaclava Road, reflect this release of 'suburban allotments', on which the buildings comprising the Balaclava Road Victorian Group would be erected during the late 1880s.



1879 subdivision plan of the western side of Kambrook Road – property in the group is approximately outlined in yellow. (Source: *Suburban allotments Parish of Prahran, Country Bourke, 1879, SLV, BIB 2115434*)



1879 subdivision plan of the eastern side of Kambrook Road – property in the group is indicated approximately by the green stars. (Source: J. Noone, *Suburban allotments Parish of Prahran, SLV, BIB ID 2115434*)

The buildings that comprise the Balaclava Road Victorian Group reflect the heightened force and pace of the land boom in Caulfield. They are mostly associated with the Wybars, a family of Scottish immigrants whose various members acquired multiple holdings in the vicinity of the Balaclava and Kambrook roads intersection, on which George, the patriarch, and his sons, constructed several homes and shops to either rent or sell. In doing so, they developed – evidently with a degree of forethought and strategy – a compact and self-contained locale at the intersection that continued as such until the mid-20th century, when it was subsumed into the broader suburb of Caulfield North.

¹⁴ 'Melbourne and Oakleigh Railway', *Argus*, 9 January 1879, p6

¹⁵ Following pushback from the Shire, the Minister of Lands agreed to reserve Paddy's Swamp in late 1879 permanently. ('Municipal Councils', *Age*, 27 September 1879, p6)

In February 1875, the 40-year-old painter, George Wybar (1835-96) arrived on the *Oamaru* in Port Chalmers, New Zealand via Glasgow accompanied by his wife, Agnes (then aged 38), and five children.¹⁶ By 1876, Agnes had given birth to twins and the Wybars had settled in South Dunedin. During this time, George operated as a boarding-house keeper and restaurateur, during which he was accused of selling sly grog. Concurrently, he oversaw several speculative construction projects, including multiple cottages and a three-storey brick and concrete hotel (with a hydraulic lift) at Cargill's Corner (since demolished).¹⁷ After multiple tries, he was also eventually elected to the South Dunedin Council.¹⁸

Despite this apparent success, by late 1880, George had declared insolvent and two years later was contesting a charge of 'wilful and corrupt perjury' regarding an oath made during a past legal matter.¹⁹ Following these experiences, the Wybar family embarked on a well-trodden path for Scottish emigrants and immigrated to the booming metropolis of Melbourne around 1885. At that time, George – described as a 'low-set, middle-aged man' – was noted in the local press as having been fined for using 'abusive and disgusting language' in response to an order from the station porter to extinguish his pipe before boarding a first-class carriage in South Melbourne.²⁰



Portrait of George Wybar in full Highland regalia, including a badger *sporran* (Scottish Gaelic for 'purse'). Based on the uniform, he may have served in the British army before migrating to Australasia or, like many lowland Scots in the period, had embraced Highland culture. (Source: SLV, Accession no. H90/138)

By the onset of the land boom in Caulfield, the portions of Paddy's Swamp and The Heath sold in 1879 had passed through several different hands and further subdivided. The Wybars appear to have been active in this part of Caulfield from at least June 1886, when 'Wybar & Son' (George Junior) began to advertise for painters and stonemasons ('for [*the*] foundations of two

¹⁶ (Civil) Register of Births, Marriages and Deaths, via *ScotlandsPeople*, <www.scotlandspeople.gov.uk/>, accessed 22 November 2019. The passenger list recorded George as from Lanark, a township in central Scotland, which presumed to be his birthplace, although prior to emigrating, he appears to have been working in 1860s Edinburgh as a painter/builder as well as 'wine and spirit merchant' – *Edinburgh Evening Courant*, 24 July 1866 and *Montrose Standard*, 16 July 1869; and passenger list of the *Oamaru*, available at *New Zealand Bound*, <<https://sites.rootsweb.com/~nzbound/Oamaru1875.htm>>, accessed 21 November 2019

¹⁷ The Wybars, 'late of Edinburgh', residents of Hillside Road, South Dunedin – *Otago Daily Times*, 10 April 1876, p3; 'Births', *Evening Star*, 27 March 1876, p2; 'Sly-Grog Selling At South Dunedin', *Otago Witness*, 26 May 1877, p10; 'Mr Wybar's Building', *Otago Witness*, 24 March 1877, p4; and 'Advertising', *Evening Star*, 28 September 1877, p3

¹⁸ 'South Dunedin Borough Council', *Otago Daily Times*, 18 February 1879, p3

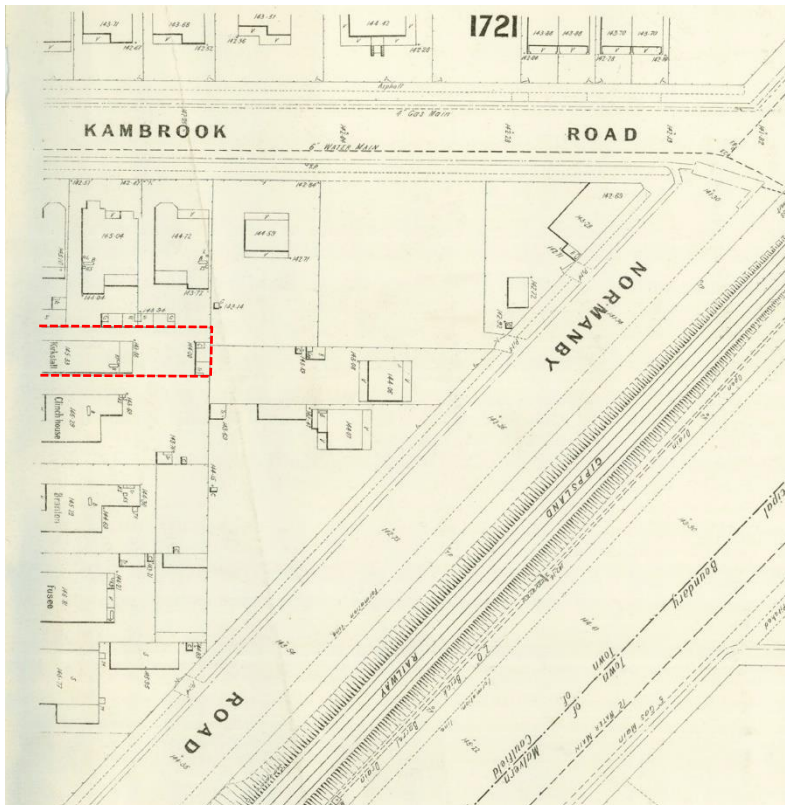
¹⁹ 'New insolvents', *Otago Witness*, 2 October 1880, p22; and 'City Police Court', *Evening Star*, 4 March 1882, p2

²⁰ 'Abusing a Railway Guard', *Herald*, 26 September 1885, p3

villas').²¹ They went onto acquire and develop the land associated with the Balaclava Road Victorian Group in two separate purchases over 1887, as described below.

344 Balaclava Road

In July 1887, Agnes Wybar purchased about half an acre (0.16 hectares) at the north-east of the intersection of Balaclava and Kambrook roads from the Premier Permanent Land, Building and Investment Association.²² Possibly utilising a loan from another institution (as was typical in the period), The Federal Building Society,²³ the Wybars proceeded to build a couple of freestanding villas to this bloc, including 344 Balaclava Road. This dwelling was first recorded as a brick house in February 1888 and rented to (and later owned by) John Lawrence, a produce merchant.²⁴ Across the Federation period, it was referred to as *Kirkstall*.



MMBW plan no. 1715, Malvern and Caulfield
Area north-east of the Kambrook/Balaclava roads intersection, as developed by 1908.
Group member, 344 Balaclava Road, outlined in red. North is right of frame. (Source: SLV)

326-338A Balaclava Road

In August 1887, George Wybar bought about half an acre (0.16 hectares) with a frontage to Balaclava Road, between Park Crescent and the right-of-way, from a large subdivision centred to the north-west of the Balaclava and Kambrook intersection.²⁵

By late 1889, Wybar had erected and tenanted the existing cluster of brick dwellings and shop/residences (nos 330 to 338A). That year, a tailor, Thomas Collins, was identified as the first occupant of no 330 (six rooms, shop and stabling), while John

²¹ 'Situation Vacant', *Age*, 15 June 1886, p8; and 'Situation Vacant', *Age*, 30 August 1886, p8

²² Certificate of Title, vol. 1760, folio 940

²³ The Federal Building Society institution was briefly identified as the proprietor of the holding late that year before it was again transferred to Anges – Certificate of Title, vol. 1760, folio 940

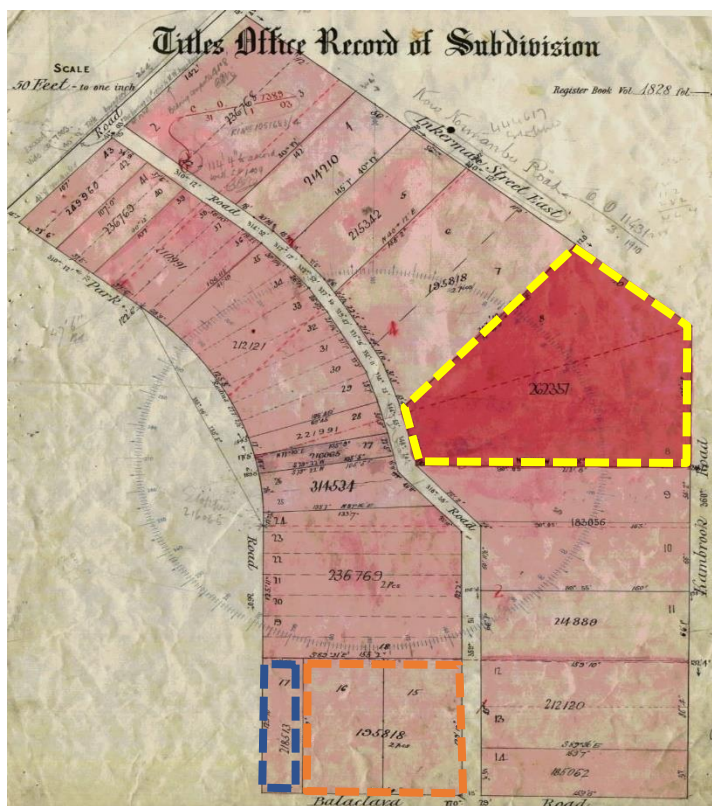
²⁴ City of Caulfield rate book, February 1888, entry 505 and March 1888, entry 864

²⁵ Certificate of Title, vol. 1828, folio 536 – This initial subdivision, organised by owner Emanuel King, a Carlton auctioneer, was 5.5 acres (2.25 hectares) in extent and included 13 existing weatherboard cottages/villas to the northern end of Park Crescent ('Advertising: Extensive Cottage Property', *Argus*, 17 April 1886, p3).

Tudehob and Mary A Williams (a 'teacher') inhabited the co-joined pair (nos 332 and 334), both of which had four rooms. There was also a bootmaker, James Smith, operating out of the projecting 'shop' wing of nos 338/338A, while a 'salesman', Frank Hanson(?), lived in or worked out of the rear four-room section.²⁶ This dual occupation, of the shop wing and rear section, appears to have continued into the 1940s. Ownership of these buildings passed from the Wybars to the Australian Deposit and Mortgage Bank in January 1891, whether by sale or resumption is not known.²⁷ In the Federation period, nos 332 and 334, were known respectively as *Albert Villa* and *Stanley Villa*.

The commercial uses of nos 330 and 338/338A fluctuated, with the former accommodating a 'dairy' (i.e., a milk vendor, not producer), laundry, grocer and general store, and the latter various tradesmen, a 'prep school', an 'office' and 'printer'.²⁸ Retail use at no 330 appears to have stopped in the early 1950s.²⁹ A medical office now operates out of nos 338/338A.

The existing cottage at 326 Balaclava Road (corner of Park Crescent) was built in early 1888, the rate book identifying it as a six-roomed timber dwelling, occupied by a 'carter', Patrick O'Brien, and owned by 'Douglas'.³⁰ Its lot, however, was not recorded as purchased by The Universal Permanent Building and Investment Society (they had possibly provided the loan for its construction) until June that year.³¹ A stable was added to the rear (refer to aerial maps) in 1889 (since demolished).³²



Map of Emanuel King's subdivision, sold between 1886 and 1891.

George Wybar's 1887 purchase, part of the Balaclava Road Victorian Group, is outlined in orange. His later 1889 acquisition, fronting Kambrook Road and Inkerman Street East (now Normanby Road), is outlined in yellow (part of HO152). The blue outline indicates land at 326 Balaclava Road.

(Source: Certificate of Title, vol. 1828, folio 536)

²⁶ City of Caulfield rate book, December 1889, entries 2215 to 2218

²⁷ Andrew Ward, '330-338 Balaclava Road, Caulfield North', *Glen Eira Heritage Management Plan*, April 1998

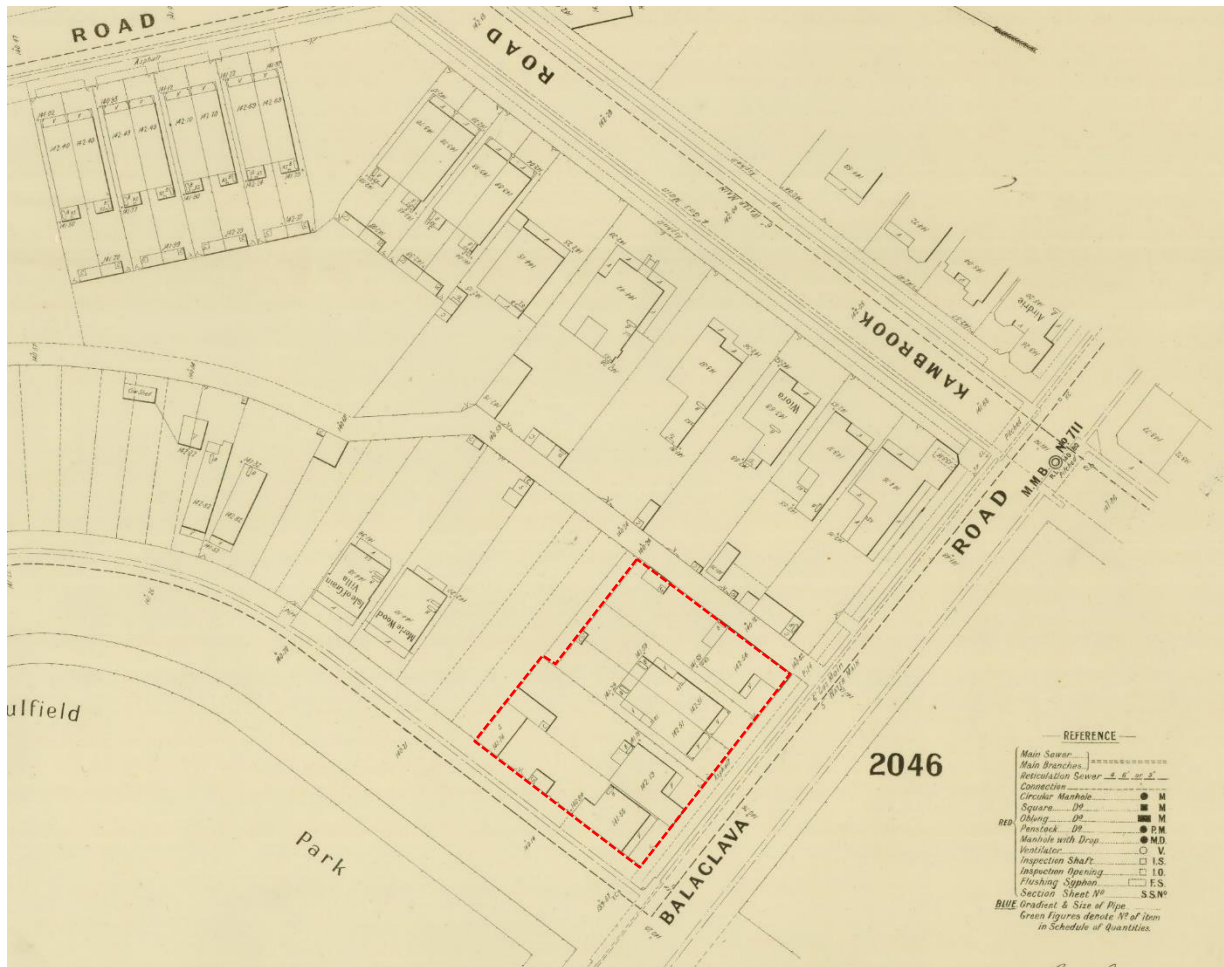
²⁸ Review of *Sands & McDougal's Directory* editions, 1893-1935; and review of City of Caulfield rate book entries between 1890 and 1925

²⁹ Ward, '330-338 Balaclava Road, Caulfield North'

³⁰ City of Caulfield rate book, February 1888, entry 486

³¹ Certificate of Title, vol. 1828, folio 536

³² City of Caulfield rate book, December 1889, entry 2213



MMBW plan no. 1721, Caulfield
 Area north-west of the Kambrook/Balaclava roads intersection, as developed by 1908.
 Group members, 326 to 338A Balaclava Road, outlined in red.
 (Source: SLV)

347, 349 and 351 Balaclava Road

George acquired around half an acre (0.24 hectares) of land south-east of the Balaclava/Kambook intersection in October 1887.³³ Initial entries in rate books for this section are difficult to interpret, but it appears that the substantial *Wybar's Building* (HO91) – out of which the Wybars ran a 'wineshop'³⁴ and bakery (tenanted) – was erected that year at the corner (note inscription to Kambrook Road pediment, 'Caulfield Bakery 1887'). He also built a pair of shop/dwellings at 26 and 30 Kambrook Road (extant but outside the precinct) around the same time.

The run of detached row house-like dwellings at 347, 349 and 351 Balaclava Road was constructed between 1887 and 1888.³⁵ George Wybar senior or junior (unclear which) appears to have been the initial occupant of *Ruby Villa* (no 351).³⁶ The Wybar family also appear to have lived in Kambrook Road, although the eight-roomed brick villa, known variously as *Devonvale* or *Seaforth*, built by George in Bond Street (since demolished) was their primary residence.³⁷

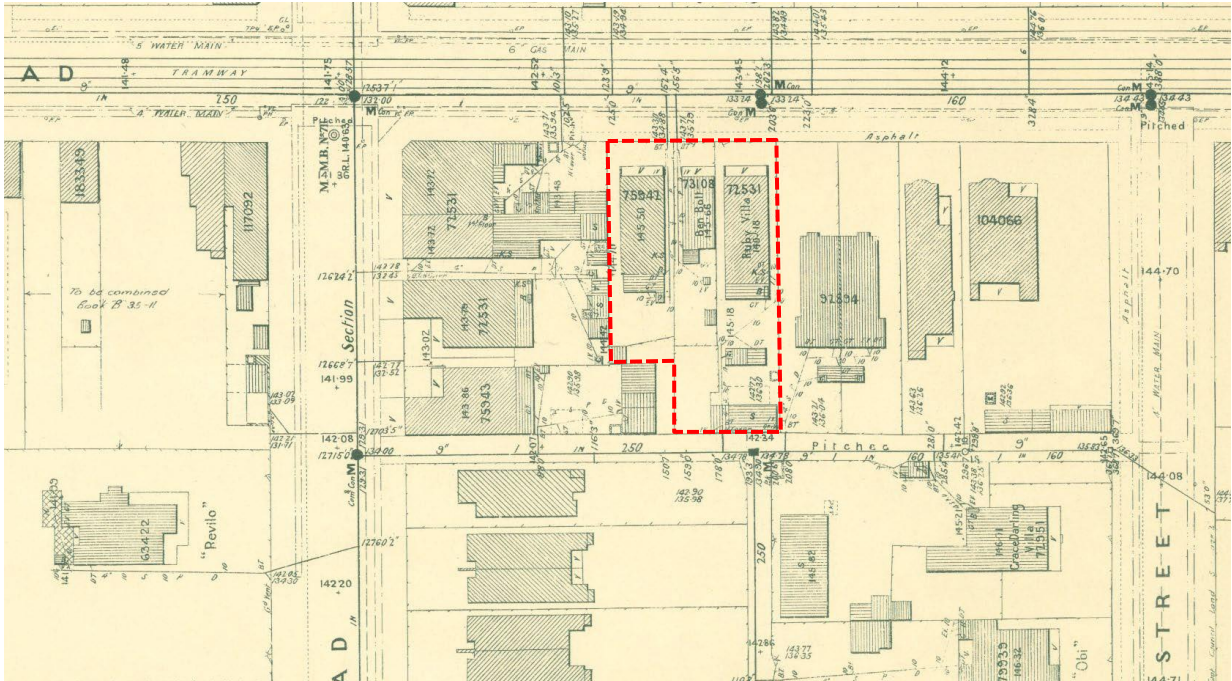
³³ Certificate of Title, vol. 1954, folio 786

³⁴ A wine license had been granted to George Wybar in March 1888 ('Metropolitan Licensing Court', *Argus*, 2 March 1888, p11)

³⁵ City of Caulfield rate book, February 1888, entries 514 to 519. In late 1887, 'Wybar and Son' were running advertisements to let unspecified shops at the corner of Kambrook Road.

³⁶ City of Caulfield rate book, February 1888, entries 514; and *Sands & McDougal's Directory*, 1890 edition, p147

³⁷ *Seaforth* is detailed in the 1908 MMBW (Caulfield, detail no. 2059) on the west side of Bond Street, at its intersection with Heywood Street, and shown with an elaborate footprint and return verandah. It was still describable as 'ornate' in the early 1920s ('A Third Caulfield Ramble', *Australasian*, 8 July 1922, p14).



MMBW plan no. 2046, Caulfield
 Area south of Balaclava Road, as developed by 1935.
 Group members, 347 to 351 Balaclava Road, outlined in red.
 (Source: SLV)



Early 20th century photograph of Wybar's Building (HO91) at the south-east corner of Balaclava and Kambrook roads.
 The triangular pediment (and urns – since lost) and vernadach of Wybar's shop/residence at 26 Kambrook Road are visible right of frame.
 (Source: courtesy of Glen Eira Historical Society)

By late 1888 – at the crest of the land boom – George Wybar engaged Melbourne's leading real estate firm (and future high-profile casualty of the impending collapse), Munro and Baillieu, to put his extensive Caulfield portfolio on the market. Consequently, a detailed auctioneering advertisement was produced to entice potential buyers. This promotional map is reproduced below, along with pertinent written descriptions (right side).

CAULFIELD
IMPORTANT SALE
LAND & FREEHOLD PROPERTIES
 ADJOINING CAULFIELD RAILWAY STATION.
 BY AUCTION,
 IN THE ROOMS, 40 & 42 COLLINS STREET EAST,
 At 12 o'clock Noon,
TUESDAY,
 20th NOVEMBER.
 TERMS AT SALE.

MUNRO & BAILLIEU
 AUCTIONEERS,
 Under instructions from GEORGE WYBAR, Esq.

The 'Particulars' of group buildings:

Lot 1 (red arrow) 344 Balaclava Road, one of 'THREE WELL-BUILT BRICK VILLAS, each containing 6 Rooms, Enclosed Verandah, Bathroom, Pantries, Washhouse, and Shed'.

Lot 2 (green arrow) 347 and 351 Balaclava Road: 'BRICK VILLA, 5 Rooms, Bathroom, Enclosed Verandah'; 349 Balaclava Road: '5-Roomed W. B. COTTAGE, Workshops, Stables'.

Lot 3 (orange arrow) 330-338A Balaclava Road: 'On which are erected a BRICK SHOP and DWELLING, containing 5 Rooms, Enclosed Verandah, &c., 3-Stall Stables, Harness Room, Shed, &c., TWO BRICK VILLAS, each containing 4 Rooms, Bathroom, Shed, &c.; [and] a BRICK SHOP and DWELLING, 5 Rooms, Bathroom, and Pantry, Stable, &c., with 15-Foot Right-of-way at side.'

'IMPORTANT SALE', November 1888 – depiction of George's holdings near Caulfield Station, designated by numbered lots (1 to 9). Column right records description of the Wybar buildings in the group extracted from the sale notice. (Source: NLA, MAP RM 3628)

Another version of this promotion noted that the property portfolio of 'George Wybar, Esq.' (he appears to have periodically assumed this self-provided title upon his arrival in Melbourne) was situated 'in undoubtedly the best position in Caulfield', the various sites 'having been selected by the vendor with the greatest discrimination'.³⁸ Around the same time, it was reported that Wybar had informed Council of his intention to construct a 'large hotel and coffee palace, containing 45 rooms' in Inkerman Road (it is not clear whether this venture was ever embarked on).³⁹

Small-scale contractors/speculative builders were essential in the development of late 19th and early 20th-century Melbourne. At this time, most domestic and commercial buildings were undertaken by a handful of labourers and tradesmen in a relatively brief time, predominantly utilising locally sourced materials and hand tools. In this sense, George Wybar is not unusual; however, the

³⁸ 'Advertising: Special Note', *Herald*, 19 November 1888, p5

³⁹ 'Caulfield Shire Council', *Prahran Telegraph*, 24 November 1888, p9

extent to which his personal life and building activities are documented (and survive) within such a definable part of the locale is notable.

As Scottish immigrants, the Wybars also provide a valuable case study of what was, until the 1950s, Australia's third-largest intake of newcomers (after the English and Irish). The family appears to be emblematic of the principal stream of Scottish incomers, the majority of whom derived from the more urban/industrialised lowland region were Presbyterian and tended to be literate and more skilled.⁴⁰ Scottish Melbournians remained a prominent cultural layer in Victorian society until after the Second World War. Because of the relative difficulty of sourcing the granular detail required to flesh out 'ordinary' immigrant lives in these periods, scholarship has tended to focus on 'elite' examples, which equates to predominantly male business and political figures. The enterprising Wybar family provide a viable alternative and, possibly, a more representative avenue of research.⁴¹

The Wybars continued their association with Caulfield North into the early 1890s when George was known to have been working on a row-house development in Kambrook and Normanby roads (HO152). In 1895, his concurrent interest, hotel management, appears to have taken priority with his purchase of the publican license for the Rosebery Arms in Surry Hills, Sydney.⁴² George Wybar was recorded at residing in a Sydney terrace by early that year,⁴³ while Agnes remained in Melbourne, residing at 15 Dalgety Street, St Kilda.⁴⁴ By this point, their adult children had dispersed across Australia, although a couple still resided in the Caulfield district.

George Wybar's 'sudden' death occurred in January 1896, while visiting Edinburgh, Scotland (his first return trip since immigrating).⁴⁵ In the wake of his death, the *Sydney Morning Herald* described him as 'late of Caulfield',⁴⁶ and George's 'loving' family penned an 'In Memoriam' poem in the *Argus* ('Gone from me, George, how sadly I miss you').⁴⁷ Agnes died in 1917 aged 80 ('One of the best, gone to rest').⁴⁸

A section of George Wybar's request for tenders (column left) and advertisements (column right) follow.

PLASTERING villa and shop; labor or labor and material; close Monday night. G. Wybar and Son, Kambrook road, Caulfield.

Herald, 12 February 1887, p1

TENDERS, Plumbing, &c., Shop and Villa. G. Wybar, Kambrook and Balaclava roads, Caulfield.

Age, 24 February 1887, p3

IF Martin & Topp does not complete Contract of Carpenter Work by Monday, the 28th inst., same to be let at their risk. G. Wybar, Caulfield.

Age, 22 March 1887, p3

TENDERS—Wanted, Plastering brick Villa; also Tuckpotting. G. Wybar, Kambrook-road, Caulfield.

Age, 25 April 1887, p7

TO STOREKEEPERS and Others. Rare Chance. No Opposition. Corner of Kambrook and Balaclava roads, Caulfield, near Station.

General STORE, good opening for a pushing man; corner shop. Also,

First-class opening for General Draper, Bootmaker, Milliner and Dressmaker. No opposition, two-story, with dwelling; moderate rents to start, every convenience. Also, private brick Villas, four to seven rooms, gas, water, &c.

G. WYBAR and SON, Proprietors, Caulfield.

Argus, 16 February 1888, p10

RARE Chance.—Corner Shop and Dwelling, suit saddler, bootmaker, draper, chemist, or other trades; also Shop and Dwelling, suit greengrocer; seven-roomed Villas, every convenience; four-roomed Villas, bath, out sheds, gas and water, rising locality, no opposition, good openings, rents moderate, 5 minutes from station. G. Wybar & Son, Kambrook-road, Caulfield.

Age, 21 April 1888, p16

⁴⁰ Elizabeth Nelson, 'Scots', *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, Available online. The Wybars' Presbyterian adherence is touched on in 'Law Report. Supreme Court', *Sydney Morning Herald*, 3 March 1896, p3

⁴¹ 'Law Report. Supreme Court', *Sydney Morning Herald*, 3 March 1896, p3

⁴² 'Water Licensing Court', *Evening News*, 27 February 1895, p5

⁴³ 52 Fitzroy Street, Surry Hills – 'Water Licensing Court', *Evening News*, 27 February 1895, p5

⁴⁴ 'Advertising', *Age*, 28 May 1896, p3

⁴⁵ Death certificate, (Civil) Register of Births, Marriages and Deaths, via *ScotlandsPeople*, <www.scotlandspeople.gov.uk/>, accessed 22 November 2019

⁴⁶ 'Family Notices', *Sydney Morning Herald*, 29 February 1896, p1

⁴⁷ 'Family Notices', *Argus*, 16 January 1897, p1

⁴⁸ 'Family Notices', *Argus*, 9 January 1917, p1

The aerial photographs below show little change to the group or their surrounds over the first half of the 20th century.



1931 aerial photograph of the Balaclava and Kambrook roads intersection.
(Source: Landata, *Maldon Prison*, Run 25, Frame 2477)



1945 aerial photograph of the Balaclava and Kambrook roads intersection.
(Source: Landata, *Melb. and Metropolitan Area Project*, No. 5, Run 16, Frame 57836)



1974 aerial photograph of the Balaclava and Kambrook roads intersection.
(Source: Landata, *Melbourne 1974*, Run 41E, Frame 186)

Thematic Context/Comparative Analysis

City of Glen Eira Thematic Environmental History [Refresh] 2020 (Built Heritage):

- 6.3 Shaping the Suburbs

Known comparable places in the City of Glen Eira:

There is a range of mid-to-late Victorian-period residences and shops affected by heritage overlays in the municipality, particularly within Elsternwick and Caulfield, reflecting their pronounced growth during the late 19th century. On balance, many of these places, while generally Italianate in style, are more substantial than the types in the *Balaclava Road Victorian Group*. The latter is more illustrative of an economic/speculative mode of suburban development – historically crucial in the formation of these locales – albeit one displaying the exuberant detail associated with the era.

Although some of the Wybars' buildings in the locale have been lost, some are subject to heritage overlays:

- *Wybar's Buildings*, 22, 24, 24A and 24B Kambrook Road, Caulfield North (HO91) – a complex of one and two-storey rendered shops with a splayed corner to the intersection of Balaclava and Kambrook roads. Erected in 1887 by the Wybars as a bakery and commercial premises (including a grocer, confectionery, and fruiterer). Possibly accommodated a masonic lodge or the like (note square and compass symbol to pediments). Verandah has been removed and shopfronts modified. Now private residences.
- 1-15 Kambrook Road and 58-89 Normanby Road, Caulfield North (HO152) – a medium-sized precinct that includes two freestanding polychromatic villas (13 and 15 Kambrook Road) and a six bichrome brick semi-attached pairs (5-11 Kambrook Road and 53-67 and 71-79 Normanby Road), erected by the Wybars, likely between 1890 and 1891. These dwellings resemble the row house-like examples in the *Balaclava Road Victorian Group*, with Scottish-tinged names and parapets decorated with tiled or vermiculated panels, urns, volutes, unicorn or lion statuettes, shell motifs, and cast-iron components to the verandahs. This precinct also includes examples of symmetrical Italianate villas, although not built by the Wybars and some interwar bungalows.

- 20 Kambrook Road, Caulfield North (HO153) – rendered villa with return cast-iron verandah, faceted bay and distinctive keystones depicting horseshoes and lion heads. Built by the Wybars in 1888. A ‘shop’ was constructed to the corner in 1889, possibly by George (since removed).
- 16 Kambrook Road, Caulfield North (HO121) – rendered (unpainted) villa with balustraded parapet. Presumed to have been built by the Wybars (they owned the land) in 1888, although it lacks the elaboration characteristic of their other work.



24-26 Kambrook Road, Caulfield North (HO91).



11-9 Kambrook Road (HO152).

Other comparable late Victorian overlays (with no known Wybar involvement) in the municipality include:

- 2-24 Edward Street, Elsternwick (HO21) – a row of twelve attached bichrome brick row houses, built circa 1890. These single-fronted dwellings exhibit an array of typical Italianate detail, including alternating curved and triangular pediments, classisised balustrades and cast-iron ornamentation.
- *Caulfield North Estate and Environs* (HO14) – a large residential precinct with a heterogeneous group of contributory buildings (cottages, row/terrace houses, villas, flats) dating from the late 19th century as well as the Federation and Interwar periods. There are some Italianate-style villas in the precinct, although they tend to be on smaller allotments and do not form such consistent streetscapes as the Balaclava Road Victorian Group.

The combined shop/residences at 330 and 338/338A Balaclava Road, particularly their U-shape format, are uncommon for the district.

The weatherboard cottage at 326 Balaclava Road is one of the few timber-framed Victorian-period residences subject to a heritage overlay in Caulfield. Comparable places include:

- 57 Prentice Street, Elsternwick (HO56) – weatherboard Italianate cottage with fretted frieze panels, constructed circa 1885.
- *Grace Darling*, 1 Bond Street, Caulfield North (HO93) – weatherboard Italianate villa with verandah (cast-iron ornamentation) and rear stable, built between 1887 and 1889.
- 22 Brady Road, East Bentleigh (HO97) – timber-framed Italianate villa with ashlar boarding to the façade and weatherboard to side elevations, and polychrome brick chimneys, constructed in 1889.
- *Elsternwick Estate and environs* (HO72) and Elsternwick South Precinct (recommended for a HO) – both precincts contain an array of generally modest timber-framed cottages or suburban villas, although they tend to be fairly ornate examples.

Previous Assessment

Andrew Ward, *City of Caulfield Urban Conservation Study*, field survey sheet 3 and 11 (1990):

- 344, 347 and 351 Balaclava Road – of local significance (C grade), and
- 348 Balaclava Road – of local interest (D grade).

The citation for '330-338 Balaclava Road, Caulfield North' (HO90) in the *City of Glen Eira Heritage Management Plan* (1996) included 330, 332, 334 and 338/338A. This report has expanded and renamed the precinct to include 326, 344, 347, 349 and 351 Balaclava Road.

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar Energy System Controls	Yes
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be as outlined on the following map:



Recommended extent of the heritage overlay.
(Source: Nearmap, August 2019)

DERBY ROAD PRECINCT (HO71)

Address	Derby Road and Sir John Monash Drive, Caulfield East
Significance	Local
Construction Dates	1884 to 1940
Period	Victorian, Federation and Interwar
Date Inspected	Early 2019



Statement of Significance

What is Significant?

Derby Road Precinct is significant. The following original features contribute to its significance:

- Intact buildings, both single and two-storey, dating to the late Victorian, Federation, and interwar years,
- Intact parapets to single-storey buildings,
- Intact first floors and parapets to two-storey buildings, often with elaborate detailing,
- Visible roofs clad in terracotta tiles,
- Wall finishes, including render (smooth or roughcast) or brickwork, some tuck-pointed, including where overpainted,
- Decorative rendered/pressed cement elements to the parapet, cornice, frieze, windows, etc.,
- Timber windows – mostly double-hung sashes,
- Steel-framed windows (nos 9-11),
- Timber doors with glazing,

- Entry flooring (tiles or granolithic),
- Tiling to shopfronts (some overpainted),
- 'Ghost' signage dating from periods of significance, and
- Intact original/early shopfronts (Federation and interwar periods) with recessed entries (often retaining a pressed metal ceiling), metal framing, and original decorative glass to toplights (stained or textured).

Contributory places:

- Derby Road: 1, 3, 5, 7, 9-11, 15, 17, 19, 25 and 2, 4, 6, 8, 10, 12, 14, 18-22, 24-26
- Sir John Monash Drive: 11-12, 12A, 13, 14, 15-16
- Original tram poles: 53 (in front of 14 Derby Road), 54 (in front of 2 Derby Road), 58 (north side of Sir Monash Drive, west of Derby Road)

Non-contributory places:

- 13 and 28 Derby Road and 17 Sir John Monash Drive

How is it Significant?

Derby Road Precinct is of historical and aesthetic significant to the City of Glen Eira.

Why is it Significant?

The *Derby Road Precinct* is of historical significance as one of the earliest commercial strips and key transport nodes to develop in the municipality. The first notable premise built in the precinct was the Caulfield Club Hotel in late 1884, several years after the establishment of the nearby Caulfield railway station. Growth continued across the Federation years, with consolidation occurring during the interwar period, including the replacement of earlier timber stores and shops with more prestigious brick buildings. From an early stage, this cluster of retail enterprises and services flanking Derby Road was recognised as an important local hub and centre of local trade, acquiring a premier commercial standing in the district by the end of the 19th century. This reputation was reinforced by its enhanced accessibility following improvements to tram services and the rail system's electrification during the early 1920s. The high-end urban retail status of the precinct was highlighted by its concentration of substantial and elaborate buildings, some of which were designed by leading architects within their respective periods. (Criterion A)

The *Derby Road Precinct* is of aesthetic significance for its high proportion of largely intact and fine commercial buildings, which date from the late Victorian, Federation, and interwar periods. These buildings range in scale from individual single-storey shops to larger two-storey retail premises, many of which form distinctive pairs or groups. Collectively, these buildings form a cohesive streetscape of varying but complementary styles characterised by a material palette of red brick and rendered elements, underlain by a varied classicism, its application shifting between 'Academic' or 'Free' approaches. The accomplished and well resolved built character of the precinct is likely due to its general commercial profitability, which supported repeated commissions for architects during its major development phases. The skyline of the precinct, as viewed from Derby Road and Sir John Monash Drive, is notably distinguished, due in particular to the intactness of the upper facades of most buildings and the continuation of elaborate detail to the parapets of the majority of the single-storey buildings, which is unusual. Several intact shopfronts survive, as do examples of historic 'ghost signage', which enhance the historic character of the streetscape. (Criterion E)

Description

In light of the high number of distinctive commercial buildings in the *Derby Road Precinct*, a Schedule of all places (contributory and non-contributory) is provided below. Construction dates in the Schedule have been sourced from the *Sands & McDougall Directory*, the Caulfield rate books, and contemporary press coverage. For clarity, due to the consolidation of land in the north-eastern section of Derby Road (between nos 18-28), this citation utilises individual street addresses for this part of the precinct in line with earlier practice.

Derby Road, which is encompassed by the precinct, is predominantly addressed by two-storey buildings. Those to the precinct-included section of Sir John Monash Drive are primarily single-storey. Nearly all the buildings in the precinct are characterised by parapets, with the exception of 14 and 26 Derby Road. Across the precinct, upper-level windows are largely timber-framed and

double-hung sashes. Casement windows are evident at 10 Derby Road and could have been original at no. 12 (since replaced). Original cast-iron verandahs have been removed from buildings in the precinct, though not all initially had these elements. Extant awnings date from the late 20th century.

In the precinct, the earliest buildings date from the late Victorian period. These are mostly located on the west side of Derby Road (nos 3-7 and no. 15). They are rendered (painted) and display a relatively traditional application of classicised ornamentation.

For the most part, however, the precinct's built fabric originates from the Federation period. Several of this phase's prominent architectural trends are present. The Federation-era examples are readily identified by their red brick walls and contrasting rendered trims (colloquially, sometimes referred to as 'blood and bandages'); for instance, the buildings at 1, 8, and 10-12 Derby Road. The pronounced banding is particularly evident to some members of this group, along with classical detailing in a bold 'Free' (non-academic) manner.

Another Federation variant is illustrated by 10 Derby Road, built circa 1901. Its crowing pediment displays a Dutch gable, conveying the less common Anglo-Dutch style. The architectural expression of 14 Derby Road (circa 1902) is also unusual. While it has a typical Federation palette and detailing, it has a pronounced domestic appearance (expressed roof and street-facing gable), which is reflective of the Arts & Crafts Movement. In contrast, the State Savings Bank of Victoria (former) at 24-26 Derby Road is indicative of an 'Academic' classicism, one deftly prepared by its architect, the London-born Charles Abraham D'Ebro. Such a permanent and dignified character was expected from banking institutions at the time.

For single-storey Federation period buildings in the precinct, ornamentation is generally restricted to the parapet. Of note, the type and level of adornment for such buildings in the precinct are, on the whole, more distinguished than typical for the early 20th-century suburban commercial strips. This assessment is particularly evident at 18 and 20-22 Derby Road and 11-12, 12A-13, and 15-16 Sir John Monash Drive. Several of these buildings reflect the influence of the 'Free' style mode. The group of four former shops on the hotel site (21-27 Derby Road) demonstrate a more substantial example of this idiom, which was an eclectic urban design approach that incorporated, to varying degrees, elements from several architectural sources, namely an often-exaggerated classical tradition, the Art Nouveau, Romanesque (Richardsonian) style, and Queen Anne Revival.

The interwar layer in the precinct is comprised of one building at 9-11 Derby Road and the remodelled north end of the Caulfield Club Hotel (25 Derby Road). The Twentymen & Askew design for the E S & A Bank at no. 9-11 (built circa 1929) has been recently truncated with only the facade retained. The hotel and the former bank feature some restrained classical detailing reflective of a shift in the late interwar period towards a less purist approach, often characterised by larger window openings than would have traditionally been the case.

Shopfronts to the ground level vary in the precinct. Two of the three former banks (10 and 24-26 Derby Road) are mostly intact but were less open at street level, with higher solid-to-void ratios. Shopfronts with metal frames/finishes that date to the early 20th century are evident at 2 Derby Road (including two brands: Gill and J C Clarke), no. 16, and no. 17 (brand badge removed). A few other shopfronts are mostly intact (4-6, 18, and 20-22 Derby Road) or partly intact (11 Sir John Monash Drive). The glazing at 2 Derby Road is excellent with a stained glass highlight window (above the corner entry) in the Aesthetic Movement style (roundel with a bird scene). Its side entry door also has coloured glass to the margin lights.









2 Derby Road – Gill shopfront band and basalt plinth.





No. 2 – highlight window with stained glass and central roundel.




Schedule – West side




Address	Period/Date	Details	Image
1 Derby Rd	Federation, 1900	<p>Two storey, Free style, brick (possibly red) with tuck-pointing and render elements (pilasters, cornice, frieze with circular motifs), overpainted.</p> <p>Ground floor also largely intact, with wide timber arched windows, ribbed glass to highlights.</p> <p>Parapet with central triangular pediment and flagpole removed.</p> <p>Original chimneys visible, additions to rear.</p>	
3-7 Derby Rd	Late Victorian, circa 1890	<p>Two storey, Italianate style.</p> <p>Rendered, entablature, pilasters with capitals, also to window aedicules (architectural frame with entablature and pilasters).</p> <p>Parapet with bottled balustrade, or similar, removed, chimneys to rear.</p> <p>Altered shopfronts.</p>	
9-11 Derby Rd	Interwar, 1927-29	<p>E S & A Bank (former), designed in 1927 by Twentyman & Askew. Opened by 1929, replacing two earlier weatherboard buildings.</p> <p>Academic/Free Classical style façade, common for banks at this time.</p> <p>As part of a recent (2021) development only the double-height and symmetrical rendered façade has been retained, including parapet, prominent cornice, pilasters, panelling, steel-framed windows, and paired timber doors.</p>	
13 Derby Rd	Vacant allotment at the time of assessment	<p>Previously a Moderne-style single-storey dentist (1939-40) building with stepped parapet and recessed 'speed lines'. Now demolished.</p>	





Address	Period/Date	Details	Image
15 Derby Rd	Late Victorian, circa 1890	<p>Two storey, earliest surviving building on west side.</p> <p>Rendered with ornate parapet (urns removed), cornice, paired brackets, lion heads, and arched windows with pilasters.</p> <p>Visible roof and chimney.</p> <p>Modern shopfront.</p>	
17 Derby Rd	Late Victorian, circa 1890	<p>Single storey, semi-circular parapet, altered probably early 20th century.</p> <p>The intact shopfront was also provided at this time, including metal framing, recessed entry with panelled timber door, and glazed brown (subway) tiles to stallboard and piers. Highlight windows above canopy.</p>	
19 Derby Rd	Late Victorian, circa 1890	<p>Single storey, parapet obscured by hoarding but likely reflects its profile.</p> <p>Mid-20th century shopfront with recessed entry, tiles (overpainted), and timber-framed window.</p>	

Address	Period/Date	Details	Image
25 Derby Rd Caulfield Club Hotel	Federation, 1914	<p>South building – initially four shops (nos 21-27) that replaced stables and a toilet block, but have now been incorporated into the hotel.</p> <p>Free style, two storeys, rendered with cornice and curvilinear profile to parapet, broken bed cornice, wide arched windows with mouldings</p> <p>Altered at street level, including addition of portico.</p>	
25 Derby Rd Caulfield Club Hotel (conti.)	Mid- Victorian (1884) and interwar (1935)	<p>North building – Hotel</p> <p>Built in 1884, possibly designed by Wilson & Beswicke.</p> <p>Enlarged and remodelled in 1935 by R H McIntyre with addition of tower and original verandahs filled in.</p> <p>Free classical style, two storey with recessed balconies. Parapet to main part but terracotta roof tiles to prominent tower. Combination of smooth and roughcast render.</p> <p>Various moulded details including exaggerated keystones. Unusually intact at ground level with arched openings.</p>	

Schedule – East side

Address	Period/Date	Details	Image/s
2-6 Derby Rd + 11-12 Sir John Monash Drive	Late Victorian, 1889	<p>Queen Anne style</p> <p>Prominent two storey building with corner bay, red brick with rendered detailing (frieze, banding at level of lintel and 'Queen Anne sills', window pediments with festoons, etc.).</p> <p>Domed tower removed, as well as margin light upper sashes to first floor.</p> <p>Ground floor partly intact – basalt plinth, one door with margin lights and corner highlight with stained glass.</p> <p>Early 20th-century shopfronts manufactured by J Gill and J C Clarke, interwar shopfront to nos 4-6.</p>	  

Address	Period/Date	Details	Image/s
8 Derby Road	Federation, 1900	<p>Free style, intact, two storey, red brick (tuck-pointed, moulded bricks to windows) and rendered bands ('blood and bandage').</p> <p>Classicising detailing includes balustraded parapet, urns, frieze with vermiculation panels, window hoods. Upper sashes with margin lights, serrated edge to window opening.</p> <p>Possibly designed by Sydney Wilson.</p> <p>Altered shopfront.</p>	
10 (left) and 12 (right) Derby Road	Federation, circa 1901	<p>Anglo-Dutch style, two premises of varying width, different, rendered pediments with orbs, 'blood and bandage' arched windows.</p> <p>No. 10: Initially E S & A Bank (signage survives to parapet), intact at ground level. Designed by John Little, probably also no.12.</p> <p>No. 12: altered shopfront.</p>	
14 Derby Road	Federation, circa 1902	<p>Arts & Crafts style</p> <p>Two storey, expressed terracotta tile-clad roof, gable end with timber and roughcast rendered elements, nine-paned upper sashes; and faceted piers similar to those at nos 10-12.</p> <p>Early painted signage (dating roughly between 1902 and 1915) to the northern wall (has been a newsagent from outset)</p> <p>Altered at ground level.</p>	
18 Derby Road	n/a	walkway	

Address	Period/Date	Details	Image/s
18 Derby Road	Federation, circa 1913	<p>Single storey, rendered parapet with triangular pediment.</p> <p>Orbs or the like have been removed from both ends.</p> <p>Intact shopfronts, including blue wall tiles and terracotta floor tiles at entry recess.</p>	
20-22 Derby Road	Federation, circa 1913	<p>Free style, single storey, Rended parapet with panelling, pilasters, etc. Red brick walls to ground level, overpainted.</p> <p>Shopfronts largely intact, including blue wall tiles.</p> <p>Replaced timber buildings, originally shops and garage/taxi service – ‘Caulfield motors’ ghosted to northern signage panel.</p>	
24-26 Derby Road	Federation, 1913	<p>Free Classical style, former State Savings Bank, designed by Charles A. D'Ebro.</p> <p>Two storey, symmetrical façade, rendered with channelling, wide basalt plinth.</p> <p>Oriel bay to first floor with pilasters, arched openings with keystones to ground floor.</p> <p>Original metal bracket for pendant light above entry.</p> <p>Expressed hip roof removed.</p>	
28 Derby Road	1970	<p>Brutalist style, single storey, concrete panels, cantilevered roof, recessed entry.</p> <p>Replaced red brick post office built 1912.</p> <p>Non-contributory.</p>	

Address	Period/Date	Details	Image/s
12A-13 Sir John Monash Drive	Federation	<p>Free style, single storey, rendered (smooth and roughcast) parapet with curvilinear profile and brick/terracotta motifs (painted).</p> <p>Shopfronts: upper part of no 12A is intact with decorative glass, no. 13 is altered.</p> <p>Earlier house/post office behind (1902), original pitched roof evident from rear. Shopfronts added after post office built at corner of Dandenong Road (circa 1913).</p>	
12 John Monash Drive	Federation, circa 1910	<p>Free style</p> <p>Single storey, brick and rendered parapet (smooth and roughcast) with curvilinear profile and piers, now painted.</p> <p>Altered shopfront.</p>	
15-16 Sir John Monash Drive	Federation, circa 1910	<p>Free style, single storey, rendered parapet (smooth and roughcast), piers surmounted with orbs, cornice with brackets.</p> <p>Altered shopfront.</p>	
17 Sir John Monash Drive	Late 20 th century	<p>Single storey.</p> <p>Plain parapet.</p> <p>Non-contributory</p>	

Tram Overhead Poles

Some original tram poles (1913 type) survive in the precinct, though several have been modified. The original type can be identified by their distinct stepped/truncated profile, and a few even retain their cap.

Poles of varying ages are evident in the precinct, some of which are redundant. It is noted that the same numbers (employed below) are used on poles opposite or near each other, a few are unnumbered, and some of the identified poles are outside the current precinct boundary.

Within the current precinct boundary, three original poles (1913 type) exist:

- No. 53 – east side of Derby Road, in front of no. 14,
- No. 54 – east side of Derby Road, at the corner of Sir John Monash Drive, in front of no. 2,
- No. 58 – north side of Sir John Monash Drive, west of Derby Road, in front of car park.

Rear Built Forms

The rear parts of buildings on both sides of the precinct are visible. Views are attainable from the east side from Post Office Place and on the west side from the unnamed laneway/right of way (south end) and car park of the hotel (north end). These areas are generally intact service wings, though additions are also common.



Rear of 12A-13 Monash Drive – note decorative ridge cresting.



Two-storey brick wings at the rear of 2-6 Derby Road.

On the east side, rear views of the historic building stock are afforded along Post Office Place, and currently from the Caulfield Plaza, especially its car park. It is only possible to detect the distinct asymmetrical pitched (half-gambrel) roof of the original/first dedicated Caulfield Post Office (12A-13 Sir Monash Drive) from the rear; due to this building having been set back from the street before its extension to the front boundary, when it was converted into a pair of shops.

Several chimneys are visible on the western side, for instance, to 3-7 Derby Road (and along Sir John Monash Drive) and no. 15.



Rear of 7 to 15 Derby Road.



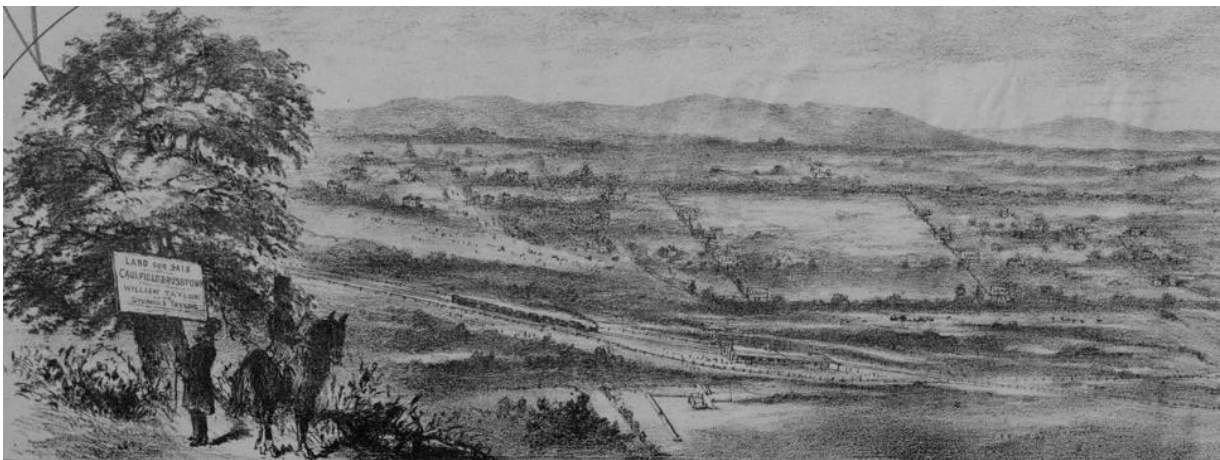
Side view of 1 Derby Road.

History

Context

The City of Glen Eira encompasses the unceded Country of the *Boonwurrung/Bunurong* and *Wurundjeri Woi Wurrung* peoples of the Eastern Kulin Nation, who have inhabited and managed its landscape for over a thousand generations and maintain an ongoing connection.

Caulfield emerged, from the mid-19th century, as a sparsely inhabited and peripheral region of Melbourne, a landscape of swamp, heath and red gum flats – exploited by transient timber-cutters and Gippsland graziers as a holdover point for stock on the way to market – with a nascent settlement at the intersection of Glenhuntly and Hawthorn roads known as ‘Camden Town’. Despite its relative isolation, the early Crown sales attracted those of means and a patchwork of grand homes arose, set amidst generous gardens and working properties. Classed as a ‘pastoral and agricultural district’ in the mid-1860s,¹ it was still seen as a ‘pretty [and] rural place’ at the beginning of the 1880s.² The establishment of Caulfield railway station (1879) boosted the profile of the racecourse and the area’s reputation for market gardens, nurseries and orchards, rather than as a residential locale.³



Sketch of Caulfield railway station and surrounding semi-rural environs in the 1880s.

(Source: *Plan of building allotments in suburban portions 74 & 90, Parish of Prahran, 188?*, BIB ID 2038369, SLV)

From the mid-1880s, large swathes of the region began to transform with the hyper-speculation of the ‘land boom’, which led to a surge in subdivision and construction activity, principally in proximity to rail corridors. By the close of the decade, the population had more than tripled (from approximately 2,400 to 8,000), and the dwelling count swelled (400 to approximately 2,000).⁴ Like elsewhere on Melbourne’s suburban fringe, this phenomenon was driven by an inflow of British capital, an enlarging population, widespread prosperity and a sweeping desire to occupy a freestanding and single-family house.⁵ At the height of this marked growth, one of the local newspapers even appropriated the popular contemporary epithet for the city and portrayed the swelling district as ‘marvellous Caulfield’.⁶

This intensity of this phase proved transitory, curtailed by the depression conditions of the early 1890s. General growth renewed gingerly from the turn of the century, stimulated by the expansion and enhancement of the railway and tram networks, before once again escalating in pace and extent across the interwar years as the district’s middle-class identity solidified. By the mid-1920s, the eastern and central parts of the municipality consisted of various well-established middle-radius suburbs and the district as a whole was second only to the City of Melbourne in population.⁷

¹ Robert Whitworth, *Bailliere’s Victorian Gazetteer Road Guide*, London, 1865, p84

² Robert Whitworth, *The Official Handbook & Guide to Melbourne*, F Bailliere, 1880, p196

³ ‘Caulfield’, *Victorian Places*, 2014, available online; Jill Barnard, ‘Caulfield’, *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, available online

⁴ Henry Heylyn Hayter, *Victorian Year Book For 1880-81*, Melbourne, Government Printer, 1881, p48; and Hayter, *Victorian Year-Book 1892*, Melbourne, Government Printer, 1892, p94

⁵ Graeme Davison, *City dreamers: the urban imagination in Australia*, NewSouth Publishing 2016, Chapter 5

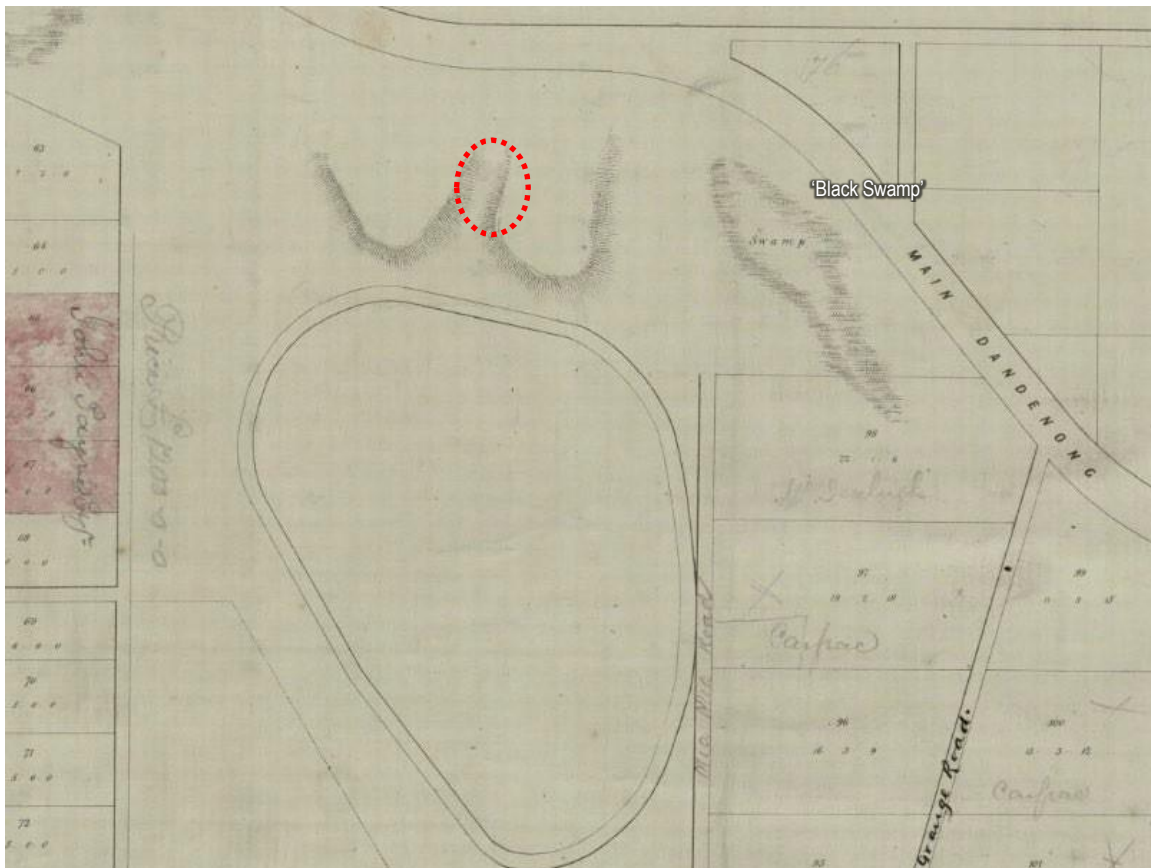
⁶ ‘A Place Worth Seeing’, *Prahran Telegraph*, 24 November 1888, p24

⁷ Review of population figures in the *Victorian Year Books*, Australian Bureau of Statistics

Precinct-Specific

Late Victorian period

The *Derby Road Precinct* was surveyed in 1856 when it formed part of a considerable section near the centre of the Caulfield district reserved by the Crown for recreational use.⁸ This area included a wetland known as Paddy's Swamp (now Caulfield Park), Black Swamp (Caulfield East Reserve) and an expanse of 'flat sandy scrub', known initially as the 'The Heath', which was proclaimed the Caulfield racecourse in 1859.⁹ According to an 1857 plan, reproduced below, the precinct was – before development – defined by a pair of hillocks (later flattened). This reserve system was truncated by sales in 1879, which included land in the precinct.¹⁰



1857 depiction of the early reserve system with the approximate extent of the precinct circled.
(Source: *Suburban Allotments in the Parish of Prahran At Caulfield*, SLV, Map 1, BIB ID 1294024)

Land on the east side of Derby Road was initially acquired by Edward Denbeigh, who owned several holdings elsewhere in Caulfield and Malvern.¹¹ The land immediately behind that, including along Railway Avenue (now Sir John Monash Drive), was purchased by Dr Louis Lawrence Smith, a medical practitioner, businessman and the MLA for Richmond.¹² Derby Road was not initially labelled on the Parish Plan or on the 1881 subdivision plan.

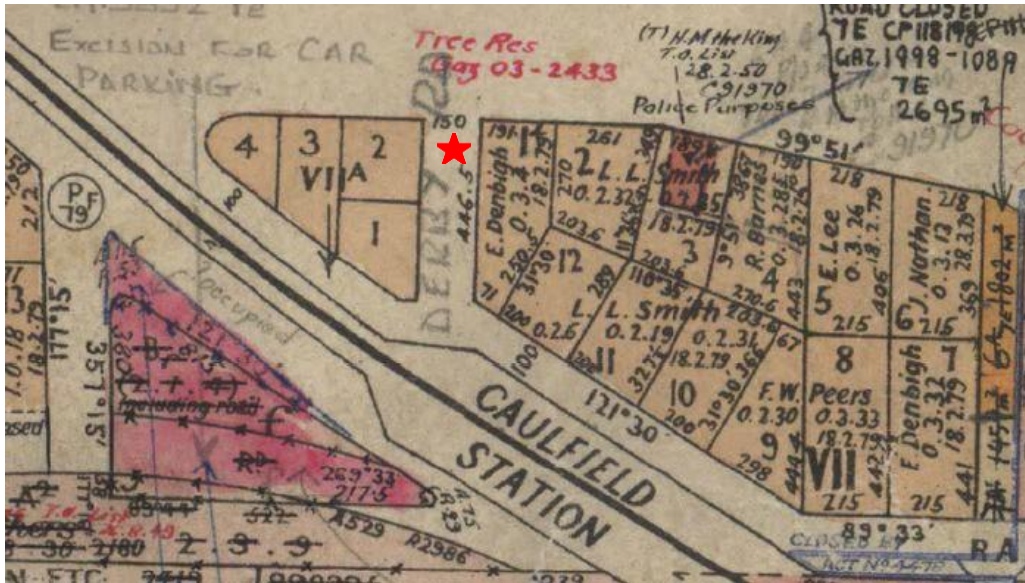
⁸ Caulfield was first surveyed by Henry B Foot in the early 1850s, likely on the instructions of Victoria's first Surveyor-General, Robert Hoddle (appointed 1851). Foot's subsequent surveys of the district were published between 1853-56 (refer to *Plan of portions marked in the Parish of Prahran*, 1851, SLV, BIB ID 2030273; and *Plan of the Parish of Prahran, County of Bourke*, 1853, SLV, BIB ID 2153766), with the majority of initial sales taking place between 1854-64 (Peter R Murray and John C Wells, *From sand, swamp and heath: A History of Caulfield*, J & D Burrows, 1980, p2. Foot also established the locality's road grid, including Kambrook Road.

⁹ 'Trustees of the ground set apart at Caulfield as a site for racing and other purposes of public recreation', *Victorian Government Gazette*, no. 50, 5 April 1859, p660; and 'The Caulfield Races', *Argus*, 25 April 1859, p5. The name, 'The Heath', referred to the central part of the reserve and was used into the 20th century.

¹⁰ Murray and Wells, *From sand, swamp and heath*, pp.10-11; and *Victoria Government Gazette*, 1879, p1116

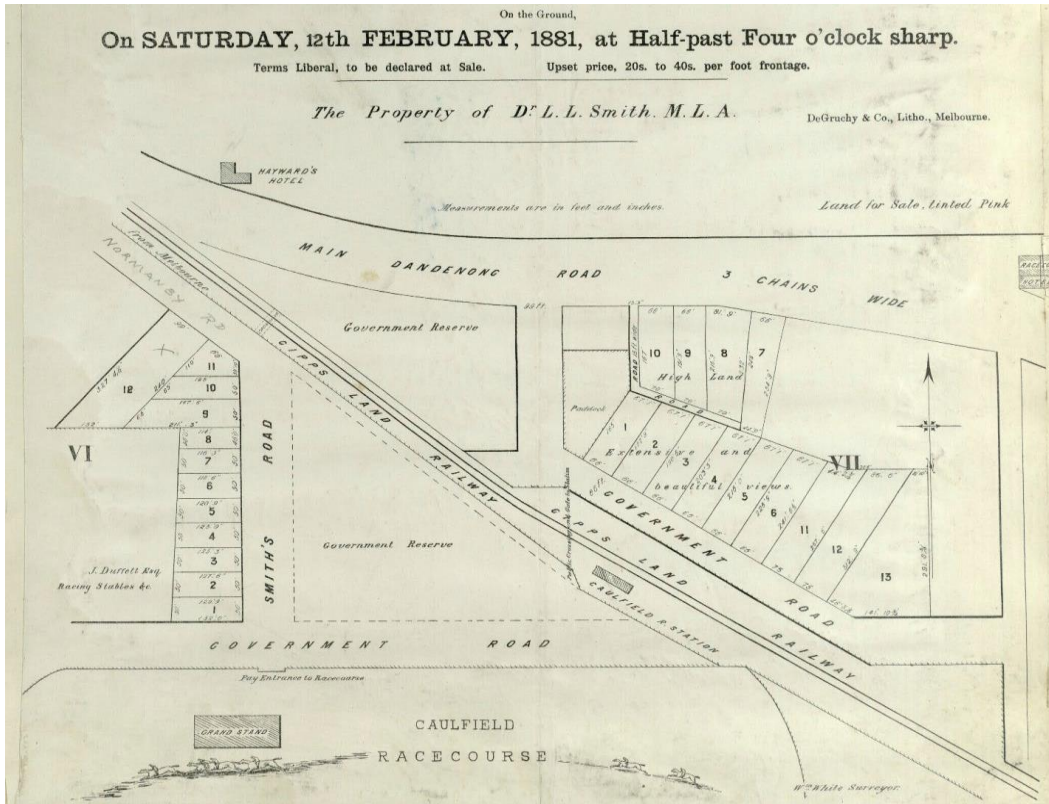
¹¹ Murray and Wells, *From sand, swamp and heath*, p269

¹² *Remember Database: Louis Lawrence Smith*, Parliament of Victoria, available online



Extract from Parish Plan with 'Derby Rd' (pencil in at a later date) identified by the red star.
 (Source: *Parts of Cities of Brighton and Caulfield, Parish of Prahran, VPRS, 16171, P81/2, PROV*)

In early 1881, Dr Smith's holdings in the area – to the rear on the east side of Derby Road and the west side of Smiths Road – were sold. A marked-up version shows that lots 1-6 on Railway Avenue (now Sir John Monash Drive) had been acquired by George Davis and lots 7-10 on Dandenong Road by James Kelly, the latter in August 1881 (refer to subdivision plan below). A rear right-of-way, now part of Post Office Place, was established at this time. The triangular block of land on the west side was identified as a government reserve, and Denbeigh's property on the east side remained undivided, with the southern end shown as fenced and labelled as a paddock.



1881 subdivision plan, with Derby Road (centre of image) unlabelled.
 (Source: W M White, *Subdivision, part of Government allotments 6 & 7, parish of Prahran, Caulfield, SLV*)

The first noteworthy building erected in the precinct was the Caulfield Club Hotel in 1884, the core of which survives.¹³ The earliest specific references to the hotel date to December of that year:

Harrie Day [*made an application*] for a new license for a hotel recently erected at Caulfield, opposite the racecourse. The application was opposed by the Rev. H. B. Macartney, incumbent of the Caulfield Anglican Church, who presented a petition from residents, stating there were for more hotels in existence on the Dandenong road, and to license another would be to inflict an injury on the neighbourhood ... It was shown that the hotel cost £6,000, and contained thirty eight rooms, and the bench granted the license.¹⁴

Its construction was stimulated by the Caulfield racecourse's gathering importance. The first cup had run within days of Caulfield station opening in 1879.¹⁵ The responsible architects were probably the noted Melbourne practice of Wilson & Beswicke, who had advertised for tenders in June 1884 for the 'erection of hotel of 30 rooms, Dandenong-road, Caulfield'.¹⁶ By early 1885, the Caulfield Club Hotel was fully operational. Its convenient location to the station and racecourse was lauded and emphasis was placed on the establishment having 'every accommodation for racing men' with '17 first-class horse-boxes, and 40 rooms in the house'.¹⁷

The original proprietor [of the Caulfield Club Hotel], however, lived but a few weeks after the now hostelry was opened, the house has now passed into the hands of Mr George E. Smith, who is well-known in soft goods and cricketing circles, and under his energetic and business-like management, this hotel that apparently would have been closed from want of patronage, is now showing signs of vigorous vitality, and is likely to have an increasing era of prosperity.¹⁸

Smith successfully applied for a license for the hotel in December 1885.¹⁹ He only operated it for about two years and in 1887, the business was offered for sale with its accommodation for a dozen horses highlighted:

We have placed in our hands for SALE, the GOOD WILL and FURNITURE of The CAULFIELD CLUB HOTEL, with Lease for seven years. As a sporting centre this hotel is unrivalled, being only five minutes' walk from the training tracks. There are twelve commodious and well-ventilated loose-boxes, with good accommodation for boys. The business of the hotel is of an exceptionally high class. Roomy billiard room, with one of Alcock's best tables.²⁰

In 1888, when Sidney Greenberg held the license, this hotel (identified as brick for the first time) was described as having 37 rooms.²¹

More intensive development to Derby Road followed within a few years of the Caulfield Club Hotel having been built. For example, by mid-1888, the land was being offered opposite the hotel for commercial purposes:

CAULFEILD-Splendid Shop SITES opposite Caulfield Club Hotel fronting Dandenong road, 70ft. x 160ft. and 60ft x 132ft. Bargain.²²

A handful of timber buildings soon appeared within the precinct. For instance, a tender for the erection of a weatherboard building ('working carpenters only') as well as 'WB [weatherboard] offices in Derby-road, Caulfield' for the auctioneer, Charles B Counsel.²³ The 1888 City of Caulfield rate book records the presence of six timber buildings on the west side of Derby Road, three of which consisted of only two rooms, with the other between three and five rooms.

In 1889, tenders were sought for 'plastering, plumbing and painting three shops [*in*] Derby Road'.²⁴ This notice possibly relates to the extant brick group at nos 2-6, which were completed about this time, the first on the east side of Derby Road (up until that point, vacant). These were soon joined by two 'iron' buildings (a shop and stables) and seven buildings to the west side, only one

¹³ The earliest specific references to the hotel dates to December 1884 – see 'Oakleigh', *South Bourke and Mornington Journal*, 17 December 1884

¹⁴ 'Local Intelligence', *South Bourke and Mornington Journal*, 24 December 1884, p2

¹⁵ VHD, *Caulfield Railway Station Complex*, VHR Citation/H1665

¹⁶ Ralph Wilson and John Beswicke had formed a partnership in 1881, after the colleague of the former, Thomas Crouch, had died. Wilson himself passed in 1886. Subsequently, the younger Beswicke practised in a solo capacity and in other partnerships into the early 20th century. During the time of the short-lived practice, they designed some early examples of multistorey warehouse buildings in central Melbourne (since demolished) – Miles Lewis, 'Beswicke, John' in Philip Goad and Julie Willis, eds, *Encyclopedia of Australian Architecture*, Cambridge University Press, 2012, p81; and 'Tender Notices', *Argus*, 5 June 1884, p2

¹⁷ *Australasian*, 21 February 1885, p18

¹⁸ 'Caulfield', *Telegraph, St Kilda, Prahran and South Yarra Guardian*, 19 September 1885, p5

¹⁹ *Age*, 21 December 1885, p6

²⁰ *Australasian*, 20 August 1887, p24

²¹ The first time the number of rooms was listed in the rate books – City of Caulfield rate book, 1888, North-west riding, entry no. 568. The NAV was £200, which it had been the previous year (1887, entry no. 744).

²² *Argus*, 18 June 1888, p12

²³ *Age*, 22 September 1888, p18. The plans and specification were available in their offices on Chapel Street, Prahran. In the 1889 rate books (entry no. 2382), Counsel was listed at the southern end on the west side.

²⁴ *Age*, 18 October 1889, p8

of which was constructed of brick (possibly no. 15).²⁵ None of the early timber or 'iron' (likely corrugated metal sheeting) buildings remain.

In 1890, five commercial operations were listed to the east side (two estate agents, a livery stables, a doctor, bank). Eight were recorded on the west side (chemist, painter, post office, draper, confectioner, tobacconist, bootmaker, estate agent).²⁶ By 1891, the west side had been built out by a combination of brick and weatherboard buildings, with all of the former examples surviving (3-7, 15, 17, 19 Derby Road). The English, Scottish & Australian Bank (E S & A) was the first of the banking chambers to appear in Derby Road, at the extant building at nos 2-6.²⁷ In the following year the Caulfield East Post Office was first listed in a building on the west side (probably in the former chemist at no. 19).²⁸ By 1893, the post office relocated to the east side.²⁹

Assorted road works were also undertaken in the late 1880s to improve Derby Road. On 15 September 1885, a contract was signed by the Shire of Caulfield (1871-1900) to form Derby Road and Railway Avenue. This action was followed by another contract (20 August 1886) to provide about half a foot of metal surface on rubble pitching along Derby Road. John Stancil Ilbery – a well-known road contractor and market gardener in the Caulfield district – was awarded this last contract, with the Caulfield Club Hotel noted on the drawing.³⁰ In 1886 and 1890, tenders for further road improvements were called by the Shire, the former for the 'construction of about 7 chains [about 140 metres] of Derby-road, Caulfield Railway station' and the latter, more forming and channelling in Derby Road.³¹

No major construction activity was recorded during the 1890s due to the sluggish economic climate. Indicative of this slump was the listing of various shops as vacant across the decade. In 1895 alone, four premises on the western side and one on the eastern side were recorded without an occupant. In the immediate period, about three or four shops were vacant each year, with full occupancy only returning in 1900.³²

At this time, there was a mortgagee sale of the land at the north-east corner (Derby and Dandenong roads) on which was 'erected a shop and commodious livery stables, shoeing forge and W.B. villa of 5 rooms and office'.³³ The land (approximately the north half of the east side) was identified as part of Crown Allotment 1, namely 126 feet to Dandenong Road and 141 feet east side of Derby Road (about 38.5 x 43 metres), including the right-of-way to the east.

Federation period

Commensurate with the improved economic outlook of the early 20th century, development in the precinct renewed, primarily on the eastern side of Derby Road, although the two-storey shop at no. 1 on the western side was also constructed in 1900.

Based on tender notices, it is evident that a number of generally known period architects were active in Derby Road around the turn of the century. For instance, the architect Sydney Wilson called for tenders for the construction of a brick shop and dwelling in July 1900, likely the extant building at either no. 1 or no. 8.³⁴ Similarly, John Little – who was involved in several partnerships, including Grainger, Kennedy & Little³⁵ – advertised for the original E S & A Bank at no. 14.³⁶ His architectural practice also sought contractors for additions to business premises in 1906, possibly for the same banking chambers.³⁷

²⁵ City of Caulfield rate books, 1889-90, pp125-127. The *Sands & McDougall's Directory*, 1889, p146, listed seven places that were noted to the west side and 2 to the east side (though one was vacant).

²⁶ *Sands & McDougall's Directory*, 1890, p148

²⁷ City of Caulfield rate books, 1891, pp144-146

²⁸ *Sands & McDougall's Directory*, 1892, p178

²⁹ *Sands & McDougall's Directory*, 1893, p166; City of Caulfield rate books, 1893, p33. The location of the post office is not identified in the rate books but in the directories, followed that of the chemist, John Jones.

³⁰ Andrew Ward, *Glen Eira Heritage Management Plan*, 1996, vol. 2, p35. The road entered the station area through railway gates at the south end of Derby Road (see contract drawings reproduced on p41).

³¹ *Age*, 17 August 1886, p7; and *Prahran Telegraph*, 24 September 1890, p2

³² *Sands & McDougall's directories*, 1895-1900

³³ 'Sales by Auction', *Age*, 25 October 1899, p2

³⁴ Miles Lewis, *Australian Architectural Index*, record 39,026 – in *Building, Engineering and Mining Journal*, 28 July 1900

³⁵ Lewis, *Australian Architectural Index*, record 7047 – *Building, Engineering and Mining Journal*, 14 September 1901

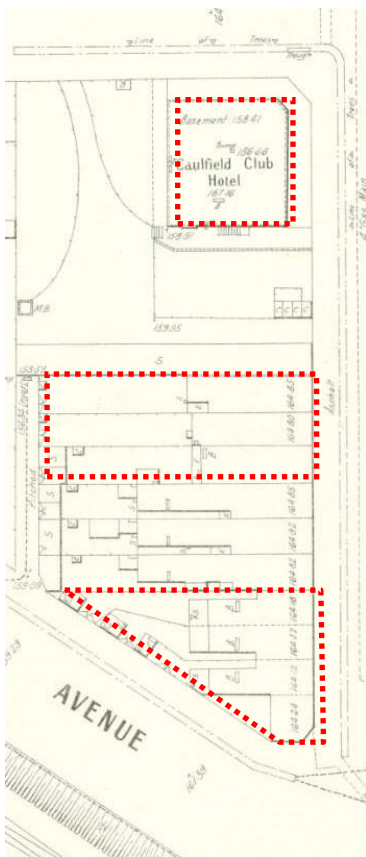
George Tibbits, 'Grainger, John' in Goad and Willis, *Encyclopedia of Australian Architecture*, p293. The practice later became Grainger & Little, who were at the forefront of concrete usage due to their business associations with Sir John Monash.

³⁶ Lewis, *Australian Architectural Index*, record 7047 – *Building, Engineering and Mining Journal*, 14 September 1901

³⁷ *Age*, 24 October 1906, p12

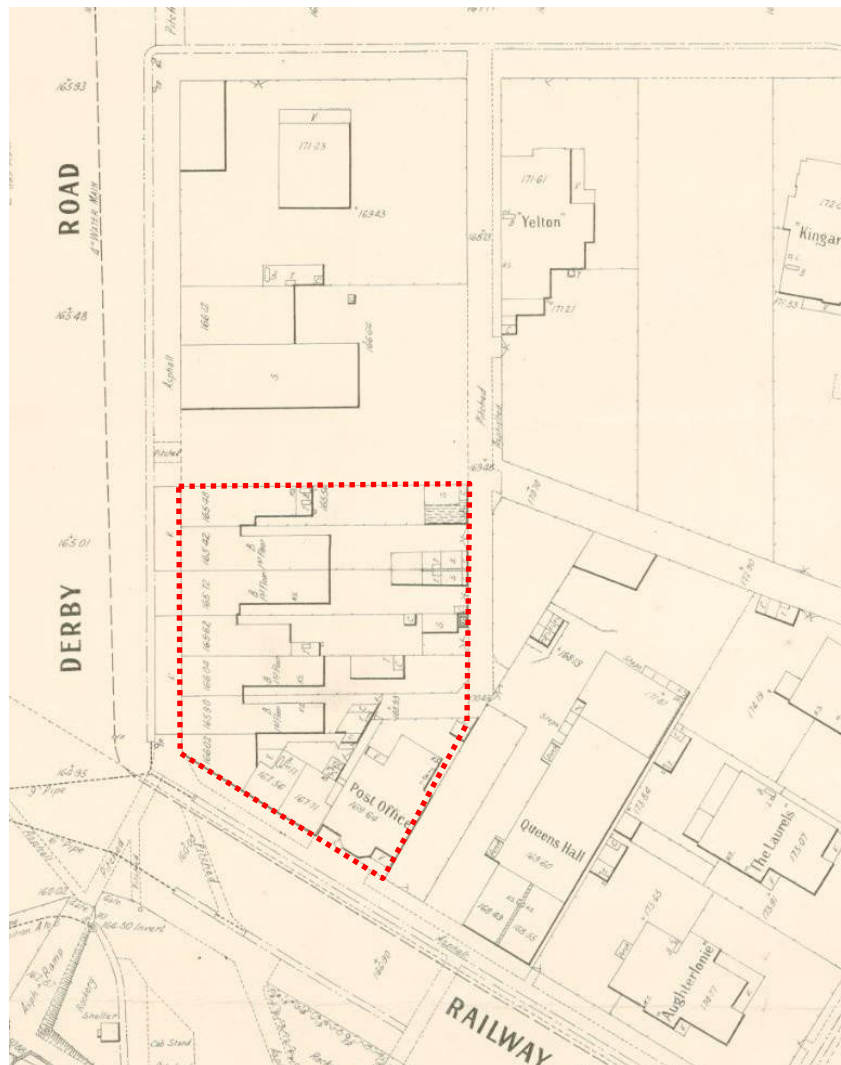
During the first decade of the 20th century, the post office was located on Railway Avenue (now 12A-13 Sir John Monash Drive). In 1900, the tender of Miss E Austin was accepted 'for the conduct of the Caulfield East Post Office'.³⁸ Emily Linton Austin had acquired the land by that year, and during 1902 a house with an office for postal services was constructed on the site.³⁹ The house was designed according to plans prepared in June 1901 by the local builder J H Powell, who was living in nearby Railway Avenue. A contract was signed in March 1902 for a cost of £800. Precise details of these transactions were noted in the local papers as an insistent architect, A F Coles, had also prepared drawings in an attempt to procure the project. Coles subsequently sued Miss Austin to no avail.⁴⁰

The 1908 MMBW plan, see below, depicts the extent of development in the precinct by that time, although some of the identified buildings have subsequently been replaced or altered. Most of the extant buildings to the southern half of the Derby Road section had been constructed (nos 1, 3-7, 15, 17, 19 on the western side, and nos 2-6 and 11-12 Sir John Monash Drive; and 8, 10, 12, 14 on the eastern side). The plan also shows that verandahs had been installed at a few buildings on the eastern side as well as at the first dedicated post office (12A-13 Sir John Monash Drive, then Railway Avenue) and Caulfield Club Hotel, both of whose original façades had by then been remodelled. At this time, to cater for the nearby racecourse, the precinct also contained considerable stabling facilities at the hotel as well as an independent large timber livery stables on the eastern side of Derby Road (opposite no 19).⁴¹



1908 MMBW detail plans, Caulfield, 2059 and 2060

Extant buildings are outlined in red, though some have been altered or replaced.
(Source: SLV)



³⁸ 'Local Items', *Caulfield and Elsternwick Leader*, 4 August 1900, p2
³⁹ City of Caulfield rate books, 1900, entry no. 2812; 1901, no. 2855; and 1902, no. 2870. The NAV for 1900/1901 was £5 but increased to £35 in 1902.
⁴⁰ 'Caulfield', *Brighton Southern Cross*, 31 May 1902, p3
⁴¹ Livery stables were common commercial operations that provided feed and care for horses and/or horses for hire.

Despite the flurry of development in this period, conditions in the precinct were still somewhat rudimentary, as highlighted by a 1909 article on the poor state of Railway Avenue:

Last week fully half the road from Queen's Avenue to Dandenong road was under water, and was cut up by carts from fence to fence. As there is no light in this part, I feel sure you can imagine the feelings of local residents as they waded through pools of water on their way home.⁴²

By late 1910, a new premise for the Caulfield East Post Office was sought by the Minister for Home Affairs, with the block at the south-east corner of Dandenong Road acquired in July 1911.⁴³ This purpose-built post office (since demolished) was constructed during 1912 as, by June 1913, the new building was recorded as having been occupied 'for months'.⁴⁴ Several images survive of this red-brick building, which had been designed in a manner typical for its type in the period.



Photograph of Caulfield East Post Office (right) and State Savings Bank of Victoria (left), 1913-15. Note the introduction of the tram line to Derby Road. (Source: B5919, NLA)

Soon after the post office relocated to the corner of Dandenong Road, its former office/house at 12A-13 Sir John Monash Drive was extended to the street and converted into two shops (1913).⁴⁵ At this time, the other single-storey shops along Railway Avenue (nos 14-15) and west of Queens Hall (now demolished) were built.⁴⁶ The builder J H Powell owned no 15 and so may have designed and overseen its construction.⁴⁷

The adjacent and extant branch for State Savings Bank of Victoria was also erected in early 1913, to drawings prepared by the eminent architect Charles A. D'Ebro (1850-1920).⁴⁸ London-born, D'Ebro's long and distinguished career saw him at work in Victoria, Western Australia and New Zealand, where he was behind the design of several landmark buildings, perhaps most notably, the commodious mansion *Stonnington* (formerly, Australian Government House) in Glenferrie Road, Malvern (1890).⁴⁹

A photograph of the precinct, reproduced below, shows Derby Road near the end of the Federation period. It had been taken after the second post office and adjacent State Savings Bank of Victoria had been completed but prior to the redevelopment of the livery stables (nos 16-22), its timber buildings still being visible, or the tram line installed to Derby Road. The unknown

⁴² 'Railway Avenue, Caulfield', *Herald*, 12 June 1909, p8

⁴³ 'New Caulfield Post Office', *Herald*, 24 September 1910, p5; and 'Land for Caulfield Post Office', *Herald*, 1 July 1911, p8. The land measured 45 x 127 feet.

⁴⁴ 'The Wonderful Postal Department', *Age*, 13 June 1913, p9. At this time, the old building was being used as a military centre.

⁴⁵ City of Caulfield rate books, 1913, entry no. 6002. There is a note in the rate books 'converting into 2 shops'.

⁴⁶ *Sands & McDougall's Directory*, 1912-15. Due to the complicated/changing numbering in Railway Avenue, it can be difficult to be precise but by 1915, all the buildings had been constructed

⁴⁷ City of Caulfield rate books, 1912, p70, entry 5488

⁴⁸ D'Ebro sought tenders for office fittings for the new State Savings Bank at Caulfield in 1912. (*Age*, 22 August 1912, p7); and 'General News', *Argus*, 21 February 1913, p10

⁴⁹ Cameron Logan, 'D'Ebro, Charles' in Goad and Willis, *Encyclopedia of Australian Architecture*, p189

photographer set up the photograph from the railway line near the original subway at the end of Derby Road, which was later relocated. The group of original buildings on the eastern side of Derby Road (nos 2-14) is evident as are several added verandahs to some shops on the western side. The base of the original corner tower at no 2 is also visible, as are a few street trees on the west side.



Photograph of Derby Road, facing north from the original subway, around 1913
Note the presence of since replaced timber buildings at nos 16-22 with gable ends (red arrow).
(Source: *Caulfield from the Station*, Victorian Places website, John Young Collection)

In 1913, the tramway (Route 3) was extended from Hawthorn Road to Caulfield Railway station by the Prahran and Malvern Tramways Trust as an electric service,⁵⁰ fulfilling an ambition of the Caulfield Progress Association, which had been agitating for an enhanced tram service for years.⁵¹ Opening in April 1913, the new tram service was one of three new or extended lines built at this time.⁵² It is likely that the introduction of the tramway led to the relocation of the subway at the southern end of Derby Road at this time.⁵³ Further transport works had occurred by 1914, including the erection of a new station building by the Public Works Department and duplication of the railway line between Melbourne and Caulfield.⁵⁴



Photograph depicting rail work near the precinct, circa 1914
Note the original design and height of the tower at 2 Derby Road as well as the opposite parapet detailing at nos 1-7 (opposite)
(Source: *Caulfield Railway Station*, SLV, H86.98/174)

⁵⁰ David Keenan, *Melbourne Tramways*, Sydney 1985, p71. It was acquired by the MMTB in 1920.

⁵¹ *Argus*, 9 November 1911, p7

⁵² 'Balaclava Road Tramway', *Malvern Standard*, 5 April 1913, p3. Other routes included the Glenhuntly Road and Hawthorn Road trams.

⁵³ 'The department intended to abolish the existing subway at Derby road, Caulfield, and provide another subway 140ft near the station' – 'Railway Subways', *Argus*, 3 July 1913, p6

⁵⁴ Caulfield Railway Station Complex, VHR Citation/H1665. The architect was J W Hardy.

Development was also occurring at the Caulfield Club Hotel, which had been taken over by Andrew Morrow Jnr in 1912.⁵⁵ A year or so later, he had organised the construction of the adjacent two-storey block of shops, originally four premises (now incorporated into the Caulfield Club Hotel).⁵⁶ In the 1915 *Sands & McDougall's Directory*, which often lags a year or so behind the construction or occupation of a building, these places were listed as 'four shops being built' and 21-27 Derby Road by the following year.⁵⁷ About this time, Morrow also organised for the erection of a two-storey building at vacant land on the eastern side of Derby Road (now demolished, where the alley to the Caulfield Plaza is now located).⁵⁸

Further activity on this side occurred with the progressive redevelopment of the livery stables (nos 18-22) into a motor garage. From early 1913, the garage's owners Harrison & Co had been advertising in *Table Talk*, a 'socialite' magazine (which suggests the business was offering a high-end service), as the 'Caulfield Motor garage and livery stables', offering '4-cylinder Landulette, Taxis, and Touring Cars a specialty. Cars Garaged ... hansoms and waggonettes etc. for hire'.⁵⁹ By July of that year, their promotions began to reflect the general demise of the livery business and the accompanying rise of the motor industry:

HORSES. PLANT, &c., Comprising 7 splendid harness horses, 5 waggonettes, 2 hansoms, 7 sets harness, &c. The vehicles are in splendid order, and everything is for positive sale.⁶⁰

In 1915, by which time Patrick Sydney Sparks had acquired the business,⁶¹ further redevelopment was touted, and tenders were sought for the construction of a brick bank, double-fronted shop and entrance to the motor garage.⁶² It seems that the extant building was completed soon after as in the 1916 *Sands & McDougall's Directory*, a building with three shops and garage was listed for the first time.⁶³



1920s photograph of the eastern side Derby Road from Dandenong Road with the Caulfield East Post Office (demolished), State Savings Bank of Victoria and garage evident – the since demolished Morrow owned building at no. 16 (red arrow) is also captured (Source: 'Caulfield East Post Office', 1917-1930, SLV, H89.105/49)

⁵⁵ 'Transfers Granted', *Herald*, 6 May 1912, p5. Andrew Morrow senior had taken over the license in about 1900.

⁵⁶ City of Caulfield rate book, 1914, North Ward, p107

⁵⁷ *Sands & McDougall's Directory*, 1915, p217; 1916, p225

⁵⁸ City of Caulfield rate books: 1913, entry 6042, listed as vacant land; In 1914, entry no. 6974, a brick shop had been constructed.

⁵⁹ *Table Talk*, 13 February 1913, p16

⁶⁰ *Age*, 7 June 1913, p2. The advertisement is for Harrison & Co, who were not listed in Derby Road in the suburban section (F W Hooper & Co were) but were in the professional & trades section (c.f. *Sands & McDougall's directory*, 1913, p199 + 2508)

⁶¹ 'Motor Accident', *Malvern Courier and Caulfield Mirror*, 13 March 1914, p1. Sparks was identified as a motor garage proprietor in Derby Road, Caulfield in a court case in which he was fined for having injured a bicyclist.

⁶² 'Tenders', *Argus*, 25 February 1915, p2

⁶³ *Sands & McDougall's Directory*, 1916, p225. Previously there had been two shops and the garage. During the 1920s, it was listed as the Caulfield taxi and Touring car service.

Interwar period

By the end of the First World War, the precinct had largely consolidated, with building activity limited to the redevelopment of some existing Derby Road buildings, including many of the timber structures and remnant vacant land on the western side.

There was also a failed endeavour to erect a cinema by the Caulfield Picture Theatre Ltd on the western side in 1919.⁶⁴ A more successful attempt occurred two years later, and the Crystal Palace was opened in March 1921 to the west of Derby Road at the triangular corner of Dandenong Road and Sir John Monash Drive, which stood until the late 20th century.⁶⁵ Around the same time, a two-storey building (later the Caulfield Antique Warehouse) with an extensive frontage to Sir John Monash Drive west of Derby Road, was also constructed (since demolished).⁶⁶



Derby Road, early 1920s, facing south from Dandenong Road
(Source: 'The City of Caulfield is a Residential Suburb ...', *Weekly Times*, 29 April 1922, p34)



1923 photograph of Derby Road show the three original timber buildings at nos 9-13 (red circle), replaced in the late 1920s
(Source: Andrew Ward, *Glen Eira Heritage Management Plan*, 1996, vol. 2, citation, p43)

By 1927, the E S & A Bank had acquired the weatherboard shops at 9-11 Derby Road and had engaged architects to design a larger building that was to extend across the front of no. 13 partially:

an application of Twentyman & Askew, on behalf of the E., S. & B. Bank, for permission to erect a bank at premises Nos. 9 and 11 Derby road, and to continue the front along the frontage of premises No. 13. Cr. McCulloch moved that the application be granted. It was preferable to have the frontages of the shops improved than to have them remain in their present unsightly state. Cr. Finlayson objected to anything being done that would hide the dilapidated back part of the premises. He was surprised at an organisation like a bank putting up such a

⁶⁴ 'TENDERS are invited for the PURCHASE and REMOVAL of three WOODEN SHOPS and DWELLINGS, with galvanised roofs, being Nos. 9, 11, and 13 Derby road, Caulfield. The buildings are in fair condition, and must be removed at an early date from the site, which is required for the erection of a picture theatre' – 'Tenders, *Argus*, 22 October 1919, p4

⁶⁵ 'Caulfield Picture Theatre', *Argus*, 26 March 1921, p7

⁶⁶ It was demolished during late 2014 and remains vacant land.

proposition. Mr. Constable, building surveyor, pointed out that the bank proposal was against the bye-laws, and Cr. McCulloch contended that the building bye-laws were being broken at every meeting.⁶⁷

The E S & A banking chambers were completed by 1929.⁶⁸ The practice of Twentyman & Askew had its origins in the early 1880s, with the Block Arcade in Collins Street as one of their notable designs.⁶⁹



Railway Avenue/Sir John Monash streetscape, facing east from Derby Road, circa 1920s.
Note the corner tower at 2 Derby Road, since lost, and original margin lights to the upper sashes of its first floor.
(Source: PROV, VPRS 12800/P3, ADV 0484)

At this time, the land to the east side of Post Office Place (now Caulfield Plaza Shopping Centre) was redeveloped as the Caulfield (Station) Market. The first stage was completed mid-1927,⁷⁰ and enlarged soon after to a design by the well-regarded architect Illiffe G Anderson.⁷¹ This structure consisted of:

59 brick stalls, 28 kiosk stalls, 41 ordinary market stalls, seven street stalls, and 33 poultry stalls. The exterior design and the building, which will have a frontage of 190 foot to Dandenong road, will present an attractive appearance, the façade being treated with a stone and terracotta, finish in the Spanish mission style. The market will also have frontages to Railway Avenue and Post Office Place.⁷²

The new section of Caulfield Station Market was opened in late 1930,⁷³ and its extent is evident in the 1931 aerial photograph, reproduced below. Similar to Caulfield Racecourse, it was occupied by the Australian armed forces during the Second World War, and not reopened for public use until 1946.⁷⁴

⁶⁷ 'News of the Week', *Prahran Telegraph*, 28 October 1927, p4

⁶⁸ *Sands & McDougall's Directory*, 1929, p469

⁶⁹ The younger son of Edward Grisdale Twentyman's (1836-1917), also an Edward (1869-1960), had worked in the practice from the 1880s and maintained it after WWI. The firm is said to have 'flourished until the onset of WWII' – 'Twentyman & Askew', Alan Willingham, in Goad and J Willis, *The Encyclopedia of Australian Architecture*, p720

⁷⁰ 'Costing £17,500, and covering an area of 45,000 square feet, a large enclosed block of market buildings is to be erected opposite the north entrance to the Caulfield railway station, for a newly-formed company, Malvern Markets (Caulfield) Ltd.' – 'Caulfield Market', *Prahran Telegraph*, 10 June 1927, p5

⁷¹ Illiffe G Anderson (1890-1963) also designed the former Brunswick Market Buildings at 1-7 Ballarat Street, which was opened in September 1930 (VHR citation, H1307)

⁷² 'Market Buildings Planned for Caulfield', *Herald*, 17 October 1928, p10

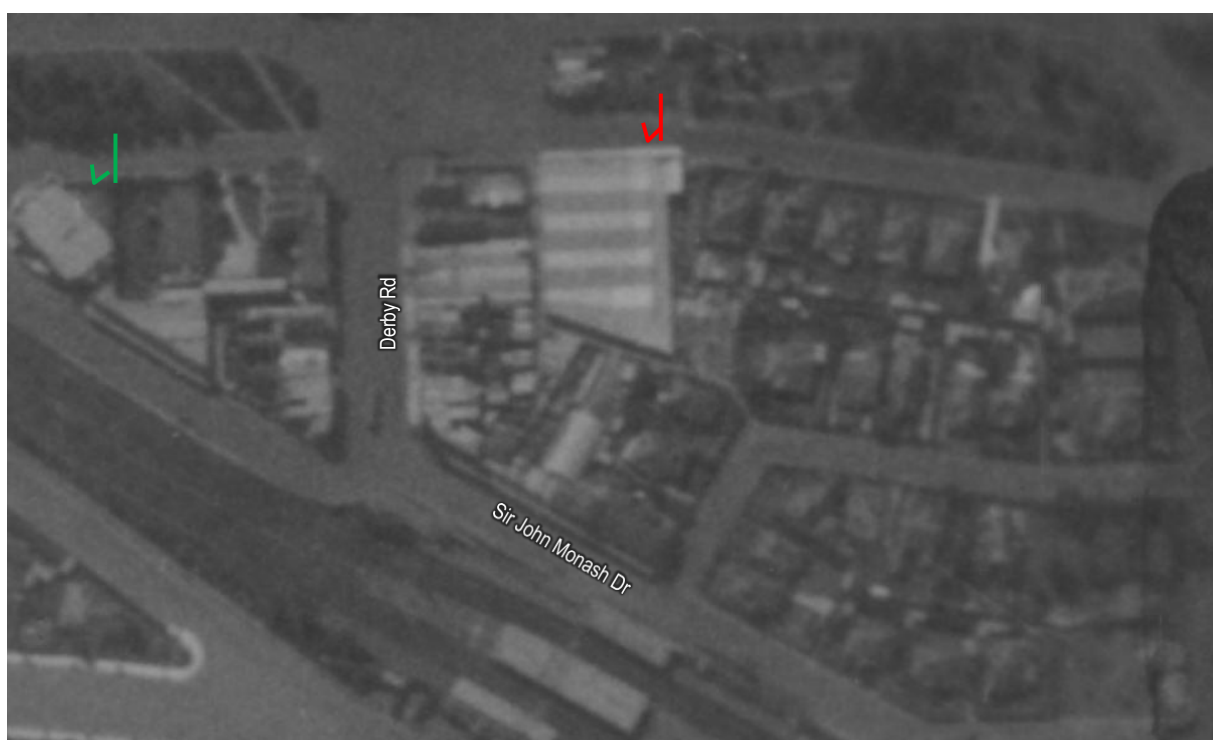
⁷³ 'Caulfield Market Extension', *Age*, 20 December 1930, p12

⁷⁴ 'Caulfield Market to Reopen', *Age*, 26 April 1946, p3

Market Buildings Planned for Caulfield



1928 drawing of the proposed Dandenong Road frontage of Caulfield Market.
(Source: *Herald*, 17 October 1928, p10)



1931 aerial photograph of the precinct.
Caulfield Station Market (red arrow) and the Crystal Palace (green arrow) are indicated.
(Source: Landata, *Maldon Prison*, Run 25, Frame 2477)

Numerous vacancies in the precinct again reflected the dire economic impact of the Great Depression.⁷⁵ A notable casualty was Caulfield Motors (22 Derby Road), which went into liquidation in 1932, forced to sell 'motor engineers machinery and plant, Buick motor cars'.⁷⁶ By 1935, the site had been taken over by Derby Motors.⁷⁷

Construction activity had been renewed by the late 1930s. The Caulfield Club Hotel, including associated shops and vacant land, had been sold by the Morrows, whose family had held the licences for over three decades.⁷⁸ Soon after tenders for the 'reconstruction of the Caulfield Club Hotel' by R H McIntyre were sought.⁷⁹ McIntyre was responsible for the design of several

⁷⁵ *Sands & McDougall's Directory*, 1930, p440. Nos 24 and 25 were vacant.

⁷⁶ 'Sales by Auction', *Argus*, 19 March 1932, p2

⁷⁷ *Sands & McDougall's Directory*, 1935, p440

⁷⁸ *Herald*, 12 July 1935, p5. The sale was thought to be for £45,000.

⁷⁹ *Argus*, 3 October 1935, p4.

hotels across Melbourne during the interwar years.⁸⁰ The Caulfield Club Hotel was subsequently enlarged and extensively remodelled in July 1936,⁸¹ at which time the premise was promoted as containing:

[The] Most extensive bar accommodation (3 bars) in the suburbs. Separate ladies' lounge and bottle department, with the largest turnover and most comprehensive range outside the city.⁸²

The final notable building project of the interwar years was the replacement of the last remaining timber building at 13 Derby Road by a Moderne style single-storey dentistry for Gerald Cullen. This building has recently been demolished.⁸³

Postwar period

The 1945 aerial photograph below depicts the previous consolidation of the precinct during the interwar period. The tower to the Caulfield Club is apparent, as is the paved and garden area to the west (which is also evident on the 1908 MMBW plan and 1931 aerial photograph).



1945 aerial photograph of the precinct.

(Source: *Melbourne and Metropolitan Project*, No. 5, Run 16, Frame 57836)

⁸⁰ McIntyre was also responsible for another prominent corner hotel in the municipality – the Rosstown Hotel, at the corner of Koornang and Dandenong roads, Carnegie, in 1926, when he was in the partnership of Joy & McIntyre.

⁸¹ *Age*, 29 July 1936, p15

⁸² *Advocate*, 15 April 1937, p12

⁸³ The timber building had been damaged by a fire during 1939 – ‘Suburban Fires’, 1, 6 March 1939, p2. A fire occurred in a café in Derby Street, Caulfield, presumably meaning Derby Road (as there is no Derby Street in Caulfield). For many years G Cullen had been operating at 23 Derby Road, into late 1939 (*Alexandra and Yea Standard ... Express*, 11 August 1939, p2). A year later he was advertising at no. 13 (*Alexandra and Yea Standard ... Express*, 13 September 1940, p2).

A late 1960s photograph of the eastern side of Derby Road shows that the verandahs were still extant, although they were replaced soon after.⁸⁴ It also clearly depicts the two-storey building at no. 16, with Art Nouveau-style detailing to its parapet before its demolition to create the connection the Caulfield Plaza.



Late 1960s photograph of the eastern side of Derby Road.
(Source: Ward, *Glen Eira Heritage Management Plan*, vol. 2, p48)

Since the Second World War, the principal change in the precinct has been the replacement of the Federation period post office at the south-eastern corner of Dandenong Road in 1970. Photographs of the new post office also reveal that State Savings Bank of Victoria's original hip roof had been removed by this time. The former bank at 9-11 Derby Road was partially demolished in circa 2021, with only the façade retained.



1970 Caulfield East Post Office.
Note likely dado of tiling evident to Caulfield Club Hotel
(Source: B6295, 2466E, NAA)

⁸⁴ An image of the Shire of Caulfield medallion to the verandahs is included in the HMP, vol. 2, p50

Thematic Context/Comparative Analysis

City of Glen Eira Thematic Environmental History [Refresh] 2020 (Built Heritage):

- 5.5 Marketing and retailing; 5.5 Banking and finance; 5.6 Entertaining and socialising; 5.8 Working; and 6.3 Shaping the Suburbs

Known comparable places in the City of Glen Eira

There is a limited comparison for the *Debry Road Precinct* as the building stock in many of the commercial precincts within the municipality date primarily from the interwar period.

- *Elsternwick Commercial and Public Precinct (HO180)* – this large precinct on Glenhuntly Road, and a few adjoining streets, includes many distinctive buildings from the late Victorian and Federation periods, with a few from the Interwar period. Many buildings consist of multiple premises. Classicising and Arts and Crafts detailing are common.
- A group of three fine Victorian period shop buildings, west of the Elsternwick station on Glenhuntly Road. These have individual heritage overlays: HO107 (nos 216-218), HO108 (nos 220-222), and HO109 (nos 224-226). They feature elaborate Italianate detailing.
- *South Caulfield Shopping Centre and Environs (HO66)* – on Glenhuntly Road, near the corner of Hawthorn Road. It consists mainly of interwar buildings, with a few from the Federation period, and includes some public buildings (church and school); Arts and Crafts, Moderne, Old English Revival styles are evident, amongst others.
- *Carnegie Retail Precinct (HO158)* – in Koornang Road, near Carnegie station, includes a cohesive streetscape of late Federation and interwar shops. Arts and Crafts and Moderne styles are common.
- The *Glen Orrong Commercial Precinct* (recommended for a HO) – a small precinct on Glen Eira Road, Elsternwick, between Orrong Road and Somerset Street, which predominantly includes interwar period buildings, with an emphasis on the Old English Revival style.

Previous Assessment

The precinct was identified as the 'Derby Road Historic Area' in the *City of Caulfield Urban Conservation Study* (Andrew Ward, 1990) and included the railway station. This precinct was subsequently included in the *Glen Eira Heritage Management Plan*, vol. 2 (Andrew Ward & Associates, 1996):

- Several buildings were graded C or C+ (significant) and D (local interest) – Andrew Ward, *City of Caulfield Urban Conservation Study*, field survey sheet 29, dated 1990

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Solar Energy Systems Control	Yes
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay is as existing for HO71.



Recommended/existing extent of overlay.
(Source: Nearmap, August 2019)