

Camberwell Junction Heritage Review 2008

Prepared for

City of Boroondara

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1.0 Introduction

The Camberwell Junction Heritage Review was undertaken in 2008 by Lovell Chen Architects and Heritage Consultants for the City of Boroondara. The purpose of the Heritage Review as stated in the project brief was to assess the heritage significance of the Camberwell Junction area. The study area was defined as the area under consideration in the Camberwell Junction Structure Plan Review (Figure 1), being undertaken by the City of Boroondara at the time, and consisted of the area generally bound by the commercially zoned land fronting the Burke Road, Camberwell Road and Riversdale Road. The Review was to provide confirmation of, or revision to, the precincts identified in the *Camberwell Conservation Study* (1991)¹ and the *Hawthorn Heritage Study* (1993)² and to also identify any other heritage precincts or places of individual significance. The Heritage Review is intended to form the basis for consideration of an amendment to the Heritage Overlay of the Boroondara Planning Scheme.

The project commenced in February 2008 with the majority of the work being undertaken over a period of some six months.

1.1 Background

Camberwell Junction has been identified as a Principal Activity Centre (PAC) in Melbourne 2030. While this area offers opportunity to accommodate further commercial, retail and residential growth, the Junction is also an area which contains many older buildings; a number of identified or potential heritage significance. In responding to the expectation of growth arising from the PAC designation, addressing the heritage character of the area becomes an issue of importance.

The Camberwell Junction area was at the time of writing the subject of several strategic planning projects. These included the Camberwell Junction Structure Plan Review and the Camberwell Station Urban Design Framework. The background work for the Camberwell Station Urban Design Framework in particular identified the absence of heritage controls protecting Camberwell Railway Station and the commercial buildings in the station's immediate surrounds. This in part prompted the current Heritage Review.

2.0 Policies and Previous Heritage Studies

A number of heritage studies have preceded this Heritage Review, including those undertaken for the former Cities of Camberwell and Hawthorn. They were necessarily restricted in scope by the boundary between the Cities that still existed along Burke Road. They have, however, along with other relevant Boroondara planning policies, formed the starting point for the Review.

2.1 Camberwell Conservation Study

The *Camberwell Conservation Study* was prepared by Graeme Butler in 1991. The study followed from an earlier, more limited study conducted by Peter Sanders Architects and Planners, and some smaller area studies. The study consisted of five volumes. Volume One contained recommendations and guidelines and Volume Two consisted of an environmental History. Volumes Three, Four and Five consisted of an assessment of significant areas, significant sites and a site schedule respectively. The *Camberwell Conservation Study* used a

1 Graeme Butler, *Camberwell Conservation Study*, 1991.

2 Meredith Gould, *Hawthorn Heritage Study*, 1993.

five level alphabetical grading system (A-E). An asterisk was given after the grading in some instances to denote that the place was altered but still contributed to the precinct.

Heritage Precincts

Within the current Heritage Review study area, the Camberwell Study identified three precincts (Figure 2):

- Precinct 30 encompassed Camberwell Railway Station and approximately 61 commercial buildings fronting the east side of Burke Road which extend 265 metres north and 125 metres south of the station.
- Precinct 30.2 contained approximately 19 commercial properties bounded by Camberwell Market to the north, Station Street to the east, Camberwell Road to the south and Burke Road to the west.
- Precinct 32 encompassed approximately 8 properties in the area bounded by Camberwell Road, Inglesby Road and Burke Road, including Camberwell Uniting Church, Camberwell Primary School, Our Lady of Victories Catholic Church and Camberwell Town Hall.

These precincts were recommended for heritage protection, however this recommendation was never pursued by the Camberwell Council.

2.2 Hawthorn Heritage Study

The *Hawthorn Heritage Study* was prepared by Meredith Gould in 1992 and comprised two volumes, with the volume containing the main report and appendices split into two: Volumes 1A and 1B. The main report of the study included an environmental history; recommendations for heritage protection of various areas, individual properties and public places; and recommended controls and design guidelines. The place identification forms were contained within Volume 2. The *Hawthorn Heritage Study* adopted a six level alphabetical grading system (A, B, C, C*, D and E).

Heritage Precincts

Two precincts were identified that fall within the current study area (Figure 2). For the purposes of this report, they are referred to as the 'Burke Road North Precinct' and the 'Rivoli Precinct'.

- The Burke Road North Precinct encompassed the Palace Hotel and approximately 44 other commercial buildings fronting the west side of Burke Road, within an area generally bounded by Broadway to the north and Harold Street to the south.
- The Rivoli Precinct contained approximately 28 properties, including the Rivoli Theatre and Camberwell Tram Depot, in an area bounded by Commerce Lane to the north, Burke Road to the east, Riversdale Road to the south and Redfern Road to the west.

As with the Camberwell precincts referred to above, these two precincts were recommended for heritage protection but this recommendation was not acted upon.



Figure 1 Study Area and existing Heritage Overlays. The places with Heritage Overlays that fall within the study area are circled. The red line indicates the study area boundary.

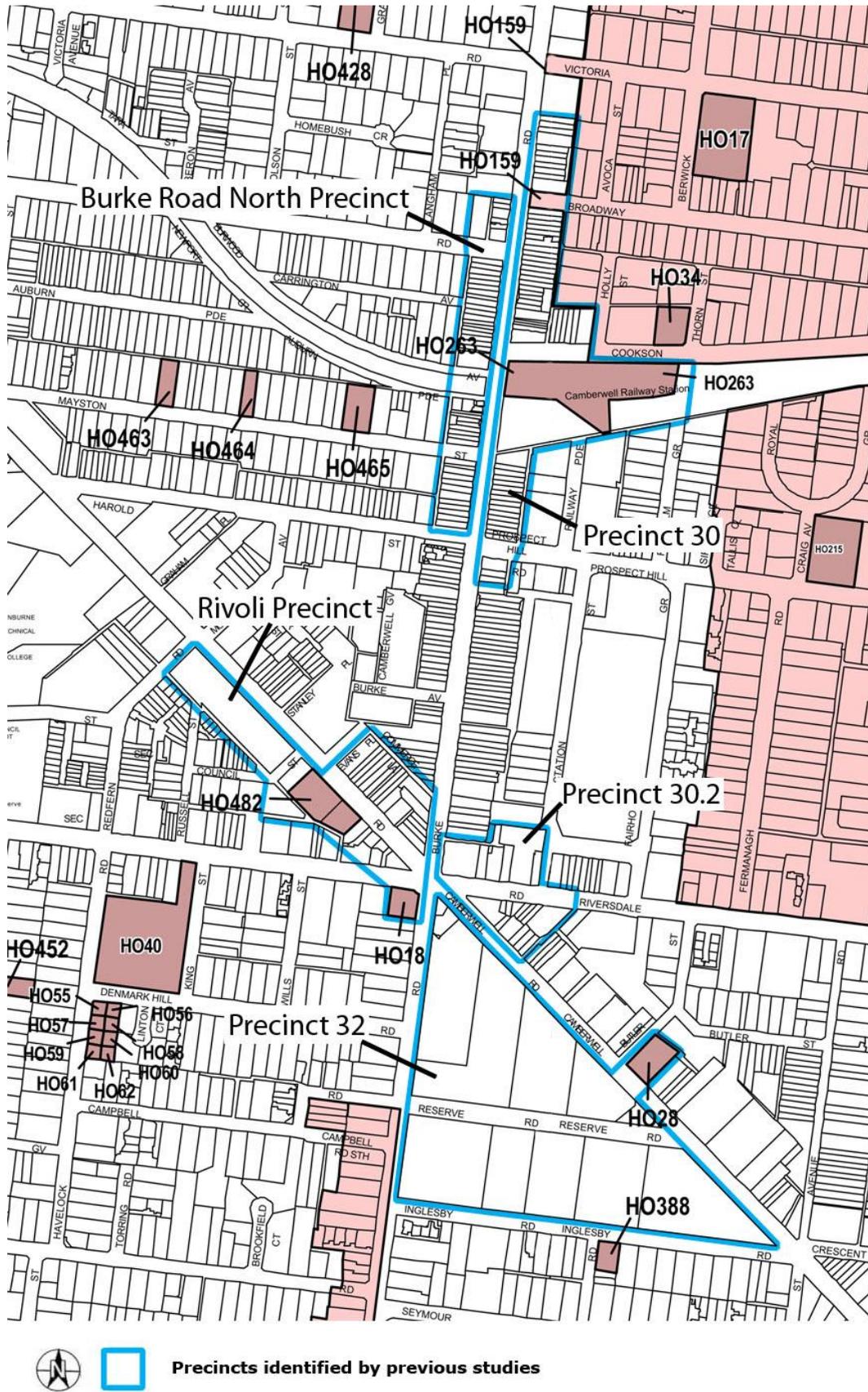


Figure 2 Precincts identified by previous studies.

2.3 Heritage Policy Review (Amendment C66)

The City of Boroondara recently undertook a review of the Heritage Policy (Clause 22.05) contained within the Planning Scheme, resulting in the preparation and exhibition of an updated local Heritage Policy (Amendment C66). At the time of writing, Amendment C66 had been through the panel process and the replacement Heritage Policy had been adopted by Council but had not been incorporated into the Boroondara Planning Scheme.

A key feature of this amendment is the inclusion of a Statement of Significance for each Heritage Precinct within the municipality. Further, the revised Heritage Policy updates the grading system to be applied to heritage properties. 'Significant', 'Contributory' and 'Non-contributory' gradings have been proposed to replace the existing alphabetic gradings.

The Panel Report for Amendment C66 also discussed the issue of grading individual buildings within Heritage Overlay precincts, including by the means of a Schedule of Properties, and endorsed this approach.

2.4 Camberwell Junction Structure Plan Review

In light of the planning objectives of Melbourne 2030, Boroondara Council instigated a review of the 1993 Camberwell Junction Structure Plan. The Structure Plan Review identifies the Camberwell Junction area as a suitable location for new development and sets out guidelines for the height, bulk, size and character of any future development within the activity centre. A key outcome of the Heritage Review is the protection of areas of heritage significance within the context of anticipated future growth of the area.

2.5 Camberwell Railway Station Heritage Overlay (Amendment C55)

Amendment C55, which sought to safeguard Camberwell Railway Station through its inclusion within the Schedule to the Heritage Overlay of the Boroondara Planning Scheme, was approved by the Minister for Planning in June 2007. The heritage report prepared by Bryce Raworth on the Camberwell Railway Station complex has informed the current Review.

2.6 Boroondara Planning Scheme

The Boroondara Planning Scheme currently contains four places with individual Heritage Overlays that fall within the study area (Figure 1). These are:

- HO18 Former ES&A Bank
- HO28 Court House and Police Station
- HO263 Camberwell Railway Station
- HO482 Rivoli Theatre

Both the former ES&A Bank (HO18) and the Rivoli Theatre (HO482) are included on the Victorian Heritage Register.

No areas with precinct overlays fall within the study area.

3.0 Methodology

The following section outlines the actions taken to establish the nature, extent and significance of heritage places contained within the review area. The process involved a review of existing documentation, examination of the grading systems which had been applied in the past, physical survey and historical research, comparative analysis and assessment of significance. The process culminated in the identification of individual places

and precincts which were considered to be of sufficient significance to warrant identification within the context of the provisions of the Boroondara Planning Scheme.

3.1 Existing Documentation

All relevant building-specific information from the earlier municipal heritage or urban conservation studies was provided to the consultants.

In the case of the former City of Camberwell, the information contained in Graeme Butler’s *Camberwell Conservation Study 1991* was relatively comprehensive. The precinct citations mapped each area and included a history, description and statement of significance. Citations for individual buildings (those graded A and B, and some of those graded C) included a photograph, detailed history based on rate books and a range of other sources, a physical description, list of comparative examples, notes on external integrity and streetscape, and a statement of significance.

By comparison, the information provided in Meredith Gould’s 1993 *Hawthorn Heritage Study* was more limited, consisting of a brief description and listing of common characteristics for each precinct. Council provided a series of Place Identification Forms prepared for this study, which were in the format of a single sheet with photograph and a brief indication of the construction details, notable features, integrity and condition.

Additional information was provided in the *Camberwell Junction Heritage Study*³, prepared in 1991 as a part of the first Camberwell Junction Structure Plan. This study consisted of both a history of phases of development, and individual Building Identification Forms which included a photograph, construction details, description and assessment of significance.

3.2 Grading Systems

As discussed above, a number of heritage studies have been prepared for the City of Boroondara and the former Cities of Camberwell and Hawthorn.

These studies use an alphabetical system of building gradings. The study gradings and their definitions are summarised in the table below:

Study	Camberwell Conservation Study, 1991	Hawthorn Heritage Study, 1993	Camberwell Junction Heritage Study, 1991
A	Considered culturally valuable when compared to a similar type or style of site taken from across the State.	'A' places are of national or state importance, irreplaceable parts of Australia's heritage. Many will be either already included on, or recommended for inclusion on, the Historic Buildings Register or Government Buildings Register, and the Register of the National Estate.	These places are of National or State importance, irreplaceable parts of Australia's built heritage. They are either included on, or recommended for inclusion on, the Historic Buildings Register and the National Estate Register.

³ Roderic Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Study	Camberwell Conservation Study, 1991	Hawthorn Heritage Study, 1993	Camberwell Junction Heritage Study, 1991
B	Considered highly important compared to examples taken from across the Metropolitan Area.	'B' places are of regional or metropolitan significance, and stand as important milestones in the cultural development of the metropolis. Many will be either already included on, or recommended for inclusion on, the Register of the National Estate.	These places are of regional or metropolitan significance, and stand as important milestones in the development of the metropolis. They are either already included on, or recommended for inclusion on, the National Estate Register.
C*	N/A	'C*' "keynote buildings" are 'C' graded buildings of local significance which also play a key role in formulating the visual impression of the historic character of an area. (They often appear in the absence of nearby A or B graded buildings)	N/A
C	Considered important compared to examples taken from across the Metropolitan Area.	'C' places make an architectural, historic, scientific or social contribution that is important within the local area. This includes well preserved examples of particular themes of development, as well as some individually significant places that have been altered or defaced.	These places make an architectural and historical contribution that is important within the local area. This includes well preserved examples of particular styles of construction, as well as some individually significant buildings that have been altered.
D	Considered valuable only as good examples of common site types within the municipality with potential to form streetscapes or precincts or stand alone as faithfully preserved examples of a common type.	'D' places are representatives of particular themes of development which have been significantly altered but which stand in an area where that development theme is particularly well illustrated.	These places are either reasonably intact representatives of particular periods or styles, or they have been substantially altered but stand in a row or street which retains much of its original character. Many comparable buildings would be found elsewhere in Camberwell and Hawthorn.

Study	Camberwell Conservation Study, 1991	Hawthorn Heritage Study, 1993	Camberwell Junction Heritage Study, 1991
E	As for D but altered with potential for restoration but currently none for streetscape contribution.	'E' places have generally been substantially altered and no longer provide a clear illustration of the theme of development of an area. Because of this they are not considered to make an essential contribution to the historic character of the area, although retention and restoration may still be beneficial.	N/A

Table 1 Summary of pre-existing property gradings and definitions.

Many of the properties included in the study area of the current Heritage Review have been graded in these earlier heritage studies, as per the above definitions.

As discussed in Section 2.3 above, the City of Boroondara's revised Heritage Policy has updated the grading system to be applied to heritage properties. 'Significant', 'Contributory' and 'Non-contributory' gradings now apply instead of alphabetic gradings. The policy defines the categories/levels of significance as follows:

'Significant' heritage places are individually important places of State, municipal or local cultural heritage significance. They can be listed individually in the Schedule to the Heritage Overlay at Clause 43.01 of the Boroondara Planning Scheme. They can also be places that, when combined within a precinct, form an important part of the cultural heritage significance of the precinct. They may be both individually significant and significant in the context of the heritage precinct.

'Contributory' heritage places are places that contribute to the cultural heritage significance of a precinct. They are not considered to be individually important places of State, municipal or local cultural heritage significance, however when combined with other 'significant' and/or 'contributory' heritage places, they play an integral role in demonstrating the cultural heritage significance of a precinct.

'Non-contributory' places are places within a heritage precinct that have no identifiable cultural heritage significance. They are included within a Heritage Overlay because any development of the place may impact on the cultural heritage significance of the precinct or adjacent 'significant' or 'contributory' heritage places.

This study adopts the updated grading system. Individual properties within each precinct are identified as being either 'Significant', 'Contributory' or 'Non-contributory' in the schedule of properties attached to each precinct citation.

As a general rule, the previous gradings of A, B and C* are equivalent to the updated grading of 'Significant'; the gradings of C, D and E are equivalent to the grading of 'Contributory'; while ungraded buildings are equivalent to 'Non-contributory' places. It is noted, however, that the pre-existing gradings for individual properties given in the

Camberwell Conservation Study, the *Hawthorn Heritage Study* and the *Camberwell Junction Heritage Study* have not necessarily been converted automatically into the equivalent updated grading in the current Review. During the course of the physical survey, some previously highly graded properties were found to have undergone demolition or alteration, thus warranting a lower grading. Conversely, some previously ungraded or lowly graded properties have had their grading revised upwards as a result of a re-appraisal of their significance.

3.3 Physical Survey

All sites in the study area were visited and the buildings were inspected and photographed to the extent of fabric visible from the main street frontage. The survey included an approximate dating of all buildings which was informed by existing historical research (Figure 3). Though in the majority of cases alterations and additions have occurred at the rear of the properties, these were generally only considered where they were visible from the main frontage of the property or side street if on a corner.

The approach in this study was to document changes to fabric as accurately as possible within the constraints posed by the study methodology. Even where close inspection of the buildings was possible, there were instances where changes to the building fabric were not able to be easily identified. This was particularly true with elements such as shop awnings, which were frequently clad with new facias obscuring the fabric beneath. Such instances have been noted on individual citations.

3.4 Historical Research

The approach taken in this Review has been to incorporate the historical research, and the precinct and individual building histories (where they existed) from the earlier municipal studies. It has been beyond the scope of this project to review or verify in any substantial manner the research underpinning the existing precinct and individual building histories, and these have generally been accepted as accurate and correct in a factual sense. The exception to this is where additional historical research undertaken as part of this Review has revealed errors or inconsistencies in the existing histories and in such cases these have been corrected as far as is possible. The dating of individual properties within precincts (which is indicated in the Schedule of Properties attached to each Precinct Citation) is generally approximate and based on the information given in the existing municipal studies, in conjunction with an assessment made during the physical survey. Rate books and Sands & McDougall directories have generally not been consulted.

Further research has been carried out for those buildings which have been recommended for individual protection by the current study. This research includes reference to a mix of primary and secondary sources, including:

- local histories (including G Blainey, V Peel et. al. and G McWilliam; see the 'Bibliography');
- subdivision and auction plans and notices;
- Melbourne and Metropolitan Board of Works (MMBW) plans (both the 160':1" scale series and the 40':1" scale series);
- Sands & McDougall Directories
- aerial photographs; and
- other historical images.

This research was conducted to establish the dates of construction, original owners and/or occupants and subsequent basic pattern of occupation, where applicable, for individual buildings.

3.5 Comparative Analysis

The process by which buildings or places can be compared with other broadly similar examples in order to reach a conclusion about relative significance/importance is one which is a key aspect of heritage conservation practice. However, in the context of a municipal heritage study, it is a process which can only be addressed in a limited manner. Accordingly, the issue of comparative analysis is one which has been addressed in this Review, albeit in a manner which necessarily has been subject to some constraints.

The context from which comparisons have been drawn for individual buildings and precincts is generally from within Boroondara. Occasionally, where it was helpful and enlightening, comparisons were made beyond the municipality. This generally relied on the consultants' knowledge of relevant buildings. In most cases it was outside the scope of the study to provide detailed supporting information on the comparable properties, but they were nevertheless included or referred to, in order to assist the assessment process.

Grouping buildings of similar age, form, and architectural style and then comparing these has assisted greatly in distinguishing the more assured and architecturally distinctive examples from the more typical, and has been an important aspect of the assessment methodology. Within the constraints identified, an effort has been made to draw meaningful conclusions from the comparative analysis work, rather than simply providing a list of buildings or places.

3.6 Assessment of Significance

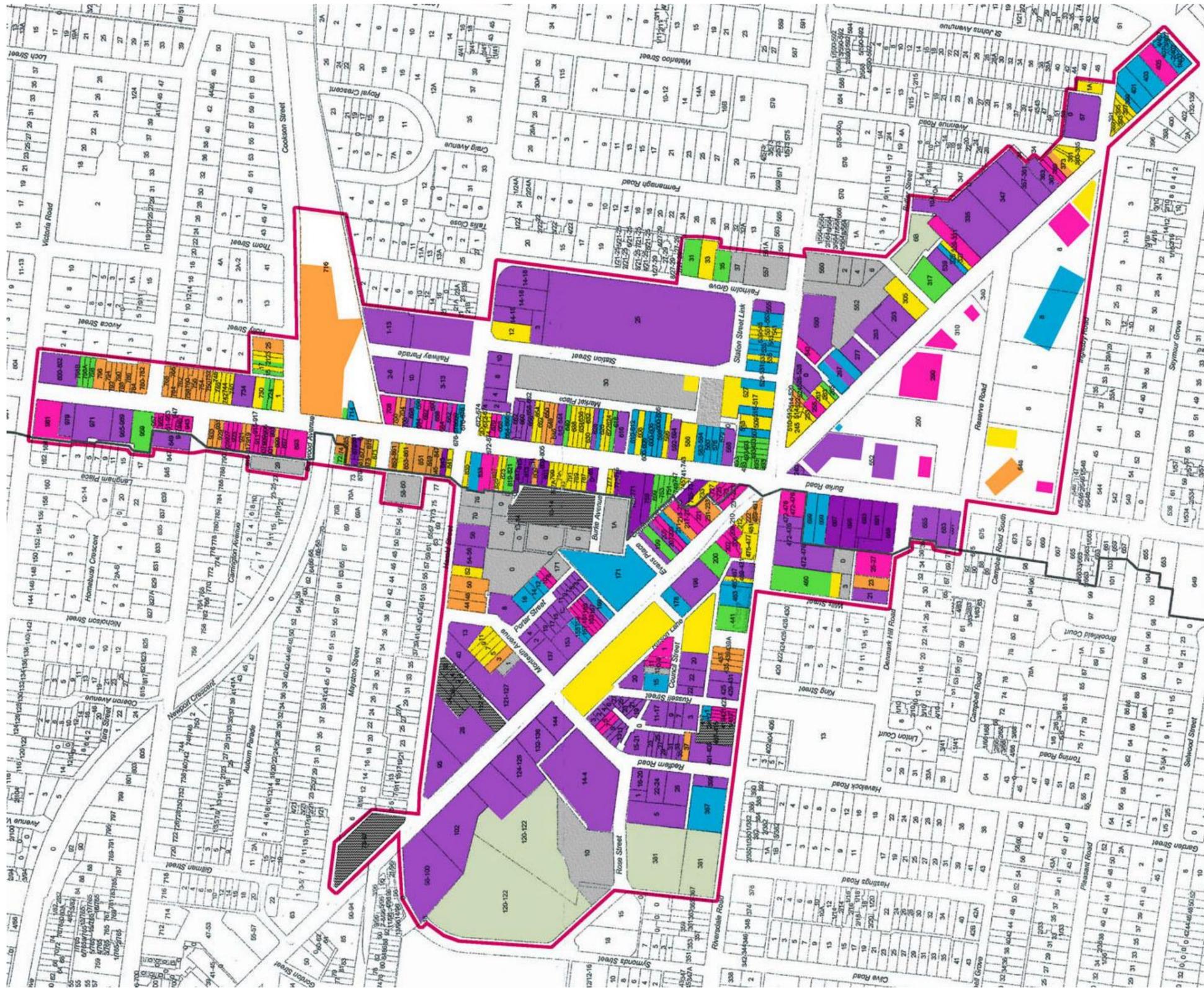
The primary and overriding consideration in assessing the buildings in this Review has been that of whether the particular building or precinct warrants the application of a Heritage Overlay. In this regard, while the assessment methodology for this Review has been informed in the first instance by accepted heritage conservation practices and methodologies and by the existing gradings, it is also informed by an awareness of a series of issues which have been raised and discussed in some detail by Panels considering recent Heritage Overlay amendments.

The Burra Charter (Australia ICOMOS Burra Charter 1999)

The Burra Charter establishes the concept of Cultural Significance and sets out a series of values which contribute to Cultural Significance:

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations (Article 1.2)

Acceptance of these Burra Charter values underpins the assessment process and use of the assessment criteria, and the criteria themselves are drawn from and make reference to these values.



Camberwell Junction - Map of Estimated Dates of Construction

- Key
- 1880-1900
 - 1901-1920
 - 1921-1930
 - 1931-1944
 - 1945-1965
 - post 1966
 - Carpark
 - Recreation/Parkland
 - Demolition/Construction
 - Study boundary

Figure 3 Indicative map of dates of construction.

Choice of assessment criteria

In relation to the application of the Heritage Overlay in general and the assessment process and the use of criteria and thresholds, the VPP Practice Note 'Applying the Heritage Overlay' is a guiding document. The Practice Note states that places to be included in the Schedule to the Heritage Overlay should include, *inter alia*

Places identified in a local heritage study provided the significance of the place can be shown to justify the application of the overlay

The Practice Note also requires the use of 'recognised heritage criteria':

Heritage criteria which could be adopted for the assessment of heritage places include those adopted by the Australian Heritage Commission or Heritage Victoria ... [or] those set out in the Department of Infrastructure's 1991 publication, Local Government Heritage Guidelines. These or other criteria may be acceptable. The most important thing is that the assessment of heritage places has been rigorous and that heritage controls are applied judiciously and with justification.

The City of Boroondara requested the Heritage Council criteria be used for this Review. These criteria for the assessment of cultural heritage significance were adopted by the Heritage Council of Victoria in August 2008, and are a modified version of the HERCON model criteria which were generally accepted by the Advisory Committee report 'Review of Heritage Provisions in Planning Schemes' of August 2007.

The Heritage Council criteria were easily modified to reflect the local context of the City of Boroondara (as opposed to the state context in which candidates for the Victorian Heritage Register are considered), and the criteria used are as follows:

Modified Heritage Council criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

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

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara’s history.

Thresholds

Integral to a consideration of the use of criteria is the question of establishing a *threshold* of cultural significance which would warrant the application of the Heritage Overlay (whether it be for an area or single building). In other words, in considering the application of any universal value-based system of criteria, the critical issue becomes one of thresholds. In assessing the level of significance of a place, reference needs to be made to the level at which a place could be said to meet any single assessment criterion or value. As established by the VPP Practice Note, the key issue is that places nominated for inclusion in the schedule to the Heritage Overlay need to be of local significance, that is, they must meet one or more criteria at a local level.

On this point, it is noted that the approach taken to the assessment against criteria has not been one of aggregation, that is, the aggregation of heritage values across a number of criteria to reach the threshold of local significance or higher. Rather, the approach has been to assess each place against each criterion separately and independently.

Accordingly, in the current review, the criteria and Burra Charter values have been used in conjunction with reference to the following thresholds:

State/National	Places that are considered significant in a state or national context
Municipal	Places that are considered significant in the context of the City of Boroondara as a whole
Local	Places that are considered significant in the context of a local area (e.g.: Camberwell, Hawthorn, etc)

Application of the criteria

The modified Heritage Council criteria have been applied in a consistent manner generally as described below. It is noted that only three of the criteria (criteria A, D and E) proved to be of particular relevance, with the majority of buildings being considered against Criteria D and/or E. This reflects the nature and relative consistency of the built form in the study area which largely comprises late nineteenth and twentieth century retail and commercial premises. While there are some individual buildings of note, the pattern of building is largely reflective of a singular development and historical theme.

Criterion A - Importance to the course, or pattern, of the City of Boroondara’s cultural history.

This criterion addresses the question of *historical value* as set down in the Burra Charter. In considering this criterion, a number of the places recommended for the Heritage Overlay as part of this Review are considered to be of significance for reasons of historical value in the local or higher context. These places contribute in a general sense to the historical framework of the area and provide reference points to the past. The same is true for many of Boroondara’s existing Heritage Overlay areas and individual sites, which, both singly and

collectively, contribute to an understanding of the history of the municipality and its development.

In considering the use of Criterion A as a basis for the application of the Overlay to individual buildings, the approach was one whereby the historical value had to be demonstrated at a relatively high level such that the building could be distinguished from the majority of other Boroondara examples. In this regard, while most buildings in the study area are related to one or more broad historical themes, this in isolation was in most cases not considered to be sufficient to meet this criterion.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

This criterion is one which could potentially relate to any one of the Burra Charter values.

As noted in the introduction, this is not a criterion which is commonly applied in municipal studies. In the case of the particular study area, while there are places of individual interest and distinction in the immediate environs, very few could be established to be of a level of uncommonness, rarity or engenderment such that the criterion could be convincingly applied. More typically, and as with other studies, the distinctive physical qualities of a place were addressed under other relevant criteria, in particular under Criterion E.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

This criterion is one which relates to the Burra Charter values of *historical*, *scientific* and/or *aesthetic value*. It is a criterion which contemplates the potential for research and investigation, and is not generally applicable in the local planning context, other than for archaeological sites.

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

This criterion deals with the issue of 'representativeness', which is the extent to which a place could be considered to demonstrate the characteristics of a particular building typology or grouping of buildings. It is a criterion which is related to both *historical* and *aesthetic values* as set down in the Burra Charter.

Many buildings in Boroondara are broadly representative of one typology or another. Accordingly, as with other criteria used in this Review, it is important that in order to meet the criteria at a level which would warrant the Heritage Overlay, the buildings be distinguished from other lesser examples.

The study area contains two distinctive building typologies: civic and institutional buildings, and commercial buildings. The civic and institutional buildings are by their very nature of relative rarity within the municipality and can readily be seen to be demonstrative of a class of cultural places. The town hall, civic centre, schools and churches while in no sense unique, inform in a fundamental way the manner in which the former City of Camberwell functioned at this level. Most are of individual significance as well as being of significance as a group. They are buildings which, in a typical later nineteenth century and early twentieth century manner, are located on the perimeter of a local commercial centre.

The second and even more dominant typology is the retail/commercial buildings group. These range in age from the middle of the second half of the nineteenth century to the present. Within the group are buildings of diverse architecture and style with a predominance of later nineteenth century and early twentieth century shops with residences

above. The typology is similar to that found throughout most of the older suburbs of Melbourne, but is distinguished in a planning sense by the junction of three major roads at the southern end of the area with its resultant impact on building shape and form.

In considering this criterion in a precinctual context, it is possible to identify groups of buildings with coherent and consistent built form which can be readily identified as being representative at a level which warrants heritage recognition. Typically such buildings are of a related age or design and form a coherent streetscape. They may not stand individually as being of a high order of representativeness but do so as part of the group.

Beyond these groups, however, while other buildings can also be seen to be representative as 'demonstrating the principal characteristics of a class of cultural places', only a few can be seen to do so in a manner which is sufficiently distinctive so as to be individually identified for heritage reasons. While the architectural treatment of the building is not always the key issue in considering this criterion, in many cases, representative examples of a particular typology are also well designed examples. Importantly, as the criterion suggests, where buildings have been assessed as representative, they are buildings which are good exemplars of forms and types found more widely in the municipality; that is they represent a good example of a larger group of buildings. The issue of intactness (refer discussion below) has been considered to be a factor in considering representativeness, in that (with a small number of exceptions) good representative examples of particular types generally have a relatively high level of external intactness.

Criterion E – Importance in exhibiting particular aesthetic characteristics.

This criterion deals with *aesthetic value* as set down in the Burra Charter and in the context of this Review, addresses the architectural design of the buildings. In assessing buildings against this criterion, the approach has been to identify buildings which are either of a relatively high standard of design, or incorporate particularly distinctive features or a combination of features, particularly rich detailing or decoration, or other architectural qualities or features of distinction. It was not considered that such architectural qualities or elements need necessarily be singular or rare to meet this criterion at a local level.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

This criterion, which could relate variously to the Burra Charter values of *scientific value*, *historical value*, and possibly also *aesthetic (architectural) value*, was found to be of limited relevance in this Review. The test in considering this criterion was that any scientific or technical innovation or achievement would need to be confirmed as being of significance in the local context, but preferably also in the wider context.

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

Criterion G could potentially relate generally to *historical* and *social value*, and possibly *spiritual value*, as set down in the Burra Charter.

Within the study area this is a criterion which appropriately can be applied to civic and institutional buildings such as public buildings, places of assembly, churches, schools and the like. Beyond this the application of this criterion to the retail/commercial buildings is more difficult. In considering the application of the criterion in the current Review, the approach taken was that any social or cultural associations would need to be demonstrated through the fabric of the precinct or building, and also that these associations would need to be both

specific and of sufficient interest or importance as to elevate the precinct or building above other such places in Boroondara.

The key issue here is the nature of the contemporary community interest in the Camberwell Junction environs as a place, and the degree to which this is relevant to the assessment of cultural heritage significance. There is no question that the interest in and concern about the Junction, whether expressed by a few or many, is real in a community sense. It is not an issue which has only arisen as a result of the 2030 planning initiative and recent development proposals, but has existed for many years. It is a concern which, at the level of the generalities of a study such as this, stems from a keen desire to retain a 'sense of place'. This is derived from many factors including built form, scale, activity, visual presentation, amenity, security, familiarity, and the like.

The difficulty in addressing such an issue within the context of defining boundaries and meeting the specific criterion is that it is difficult to establish that the sense of place considerations as related to the study area can be seen to be of an order that elevates them such that they would form the basis for the application of a heritage overlay control. It is made harder in this case where the fabric of the area is largely not of sufficient historical or architectural/aesthetic value or intactness to warrant identification in the first place. Such a situation is particularly evident at the Junction itself where three sites retain sufficiently significant buildings to warrant individual identification and three do not. Further, the development abutting these buildings (with one exception) is largely undistinguished in any way.

As a result, this Review has not identified the sense of place issue as one which contributes to the identification of precincts and individual places within the area. More appropriately it is considered that this is a matter which should be addressed in related urban character and design considerations and within the Camberwell Junction Structure Plan.

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara's history

The Review did not identify any precincts or individual places to which this criterion could be applied. While many of the buildings under consideration are associated with particular individuals of local or wider note the associations were not seen to be 'special' when considered in the wider historical context.

The issue of intactness

The issue of intactness has traditionally been a key consideration in local heritage studies and has been one of the major factors influencing the ranking or grading of buildings. The grading systems in the Camberwell and Hawthorn studies all make explicit reference to intactness, albeit in different ways. In the Camberwell grading system, D-graded buildings are distinguished from E-graded examples on the basis of intactness. Similarly, in Hawthorn a distinction is drawn between well-preserved representative C-graded buildings and C-graded buildings that were individually significant but which have been 'altered or defaced'. Interestingly, the definitions for A and B-graded buildings generally do not explicitly refer to or require intactness.

Given the emphasis in the Heritage Overlay on fabric and on the control of change to fabric, the issue of intactness is considered to be an important one, and the approach in this study has been to use intactness as a moderating factor in assessing significance. The critical issue in this regard is whether the change/s have significantly compromised the presentation and/or the significance of the building.

Main Street Frontages

In considering the issue of intactness as a factor in identification and grading, the principal consideration was the main street frontage and related side street returns. In addressing the retail/commercial buildings, where virtually all original shop fronts have been replaced, the focus was primarily on the upper façades and visible roofscapes. Where these had been so irretrievably and unsympathetically altered such that reconstruction or restoration was inconceivable the buildings were generally not identified as being of significance.

In the case of shop fronts and cantilever verandahs, because of the wholesale changes which have occurred these were generally disregarded unless they were a particularly intact example of a particular style.

Laneway Elevations

The majority of the commercial buildings in the study area have rear access via generous laneways and in some cases as a result of the creation of car parking areas. The laneway elevations of these buildings therefore have a degree of public realm visibility, albeit that the exposure is more limited. As with the shop fronts, in the vast majority of cases some alteration has occurred to rear wings and in general there is a moderate to low level of intactness. In making the assessment of significance for such places, rear façades were generally not considered unless they were noteworthy, either as a result of intactness or as a result of the degree to which they were intrusive on the main street frontage.

Datasheets (citations)

Individual citations have been prepared for each precinct and each individual building recommended for inclusion in the Heritage Overlay. The format of the datasheets has been designed in order that all the relevant physical and historical information is included in a single document, as well as any comparative and stylistic analysis, the assessment against criteria and a concise statement of significance.

The Heritage Overlay decision guidelines at Clause 43.01-5 require consideration of the impacts on the character, appearance and significance of the heritage place. The statement of significance is therefore the key piece of information on a citation, providing the basis for future decisions on demolition or alterations. In preparing the statement of significance, the approach has been to be concise and direct and to use generally consistent terminology.

In addition to the statement of significance, the citations describe original fabric and establish the extent and nature of alterations which have occurred (where known). As relevant they also identify the depth to which the fabric is considered to contribute to significance. As in the case of the statement of significance, the intention in doing so is to assist future decisions on demolition or alteration works.

4.0 Findings and Recommendations

The Review identified two precincts and eight individual sites as being of sufficient significance to recommend the application of a Heritage Overlay (Figure 4).

4.1 Recommendations for Precincts

As discussed previously, a total of five precincts were identified in the *Camberwell Conservation Study* and *Hawthorn Heritage Study* that fall within the current Heritage Review area (see Figure 2). In the course of the Review process, three of these precincts previously identified have been confirmed as being of sufficient significance to warrant the application of two precinct Heritage Overlays. Each previously recommended precinct, and the current recommendation, is discussed below.



Figure 4 Indicative Heritage Overlay map.

Precinct 30 (Camberwell Conservation Study) and Burke Road North Precinct (Hawthorn Heritage Study)

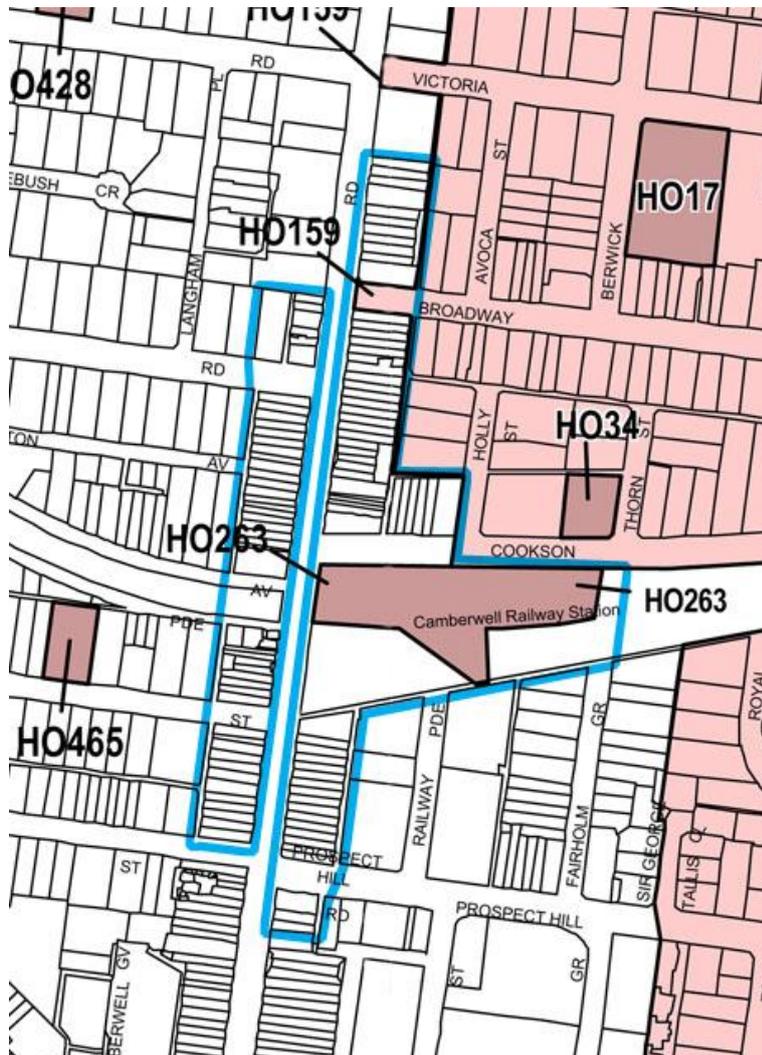


Figure 5 The boundaries of Precinct 30 and the Burke Road North Precinct, as identified in the previous studies, are indicated in blue.

Previous Studies

The *Camberwell Conservation Study* identified Precinct 30, located on the east side of Burke Road largely between Prospect Hill Road in the south and Victoria Street in the north (Figure 5). This precinct consisted of commercial buildings together with Camberwell Railway Station. A corresponding precinct on the west side of Burke Road was identified in the *Hawthorn Heritage Study*, located between Harold Street in the south and 957 Burke Road in the north (Figure 5). Like Precinct 30, the Burke Road North precinct consisted of commercial buildings, notably including the Palace Hotel.



Figure 6 The Burke Road North Commercial and Transport Precinct as proposed by the current Review is indicated in green.

Current Review

Following a survey of each building in the study area, the boundaries of Precinct 30 and the Burke Road North precinct as identified by the previous studies were assessed in light of the information gathered. As a result of this assessment the Burke Road Commercial and Transport Precinct is proposed by the current Review (Figure 6). This precinct largely encompasses the two precincts identified by the previous studies, with some modification to the boundary in the north of the precinct and around Camberwell Railway Station and Cookson Street (Figure 7).

The current study also reviewed and revised the alphabetic gradings given to properties within the precinct by the previous studies. This was to reflect both any changes in the assessment of significance of individual buildings, and the updated grading system of the City of Boroondara’s revised Heritage Policy, now using the gradings of ‘Significant’, ‘Contributory’ and ‘Non-contributory’. In a majority of cases, the grading of the buildings given by the previous studies had been confirmed by the current Review; i.e. B graded buildings have been confirmed as Significant, C and D graded buildings have been confirmed as Contributory and ungraded buildings have been confirmed as Non-contributory. In one case a previously B graded building was found to have undergone alteration, thus warranting

a lower grading, while in four cases previously ungraded properties have had their grading revised upwards to Contributory as a result of a re-appraisal of their significance.



Figure 7 Comparison between the boundaries of Precinct 30 and the Burke Road North Precinct (both in blue) overlaid on the Burke Road North Commercial and Transport Precinct as proposed by the current Review (in green).

Precinct 32 (Camberwell Conservation Study)

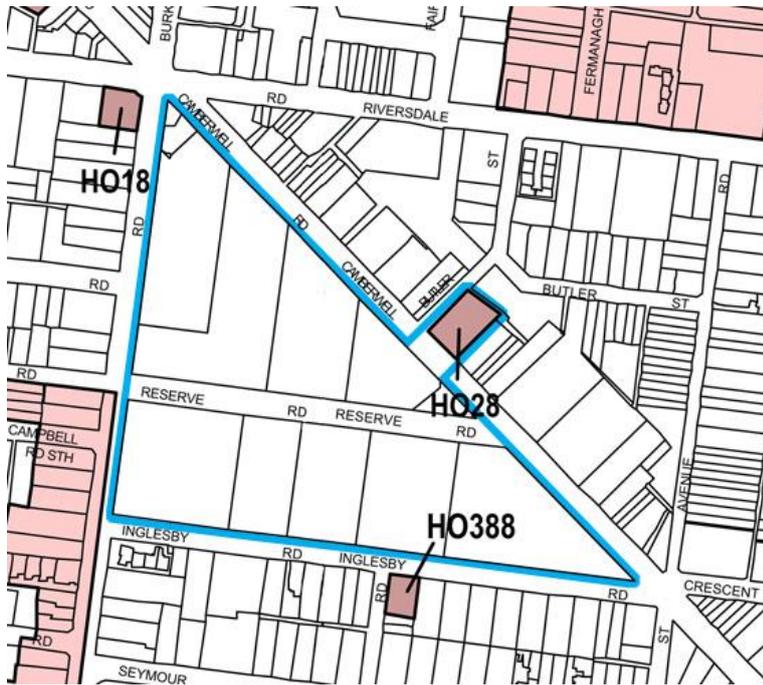


Figure 8 The boundaries of Precinct 32 as identified in the *Camberwell Conservation Study* are indicated in blue.

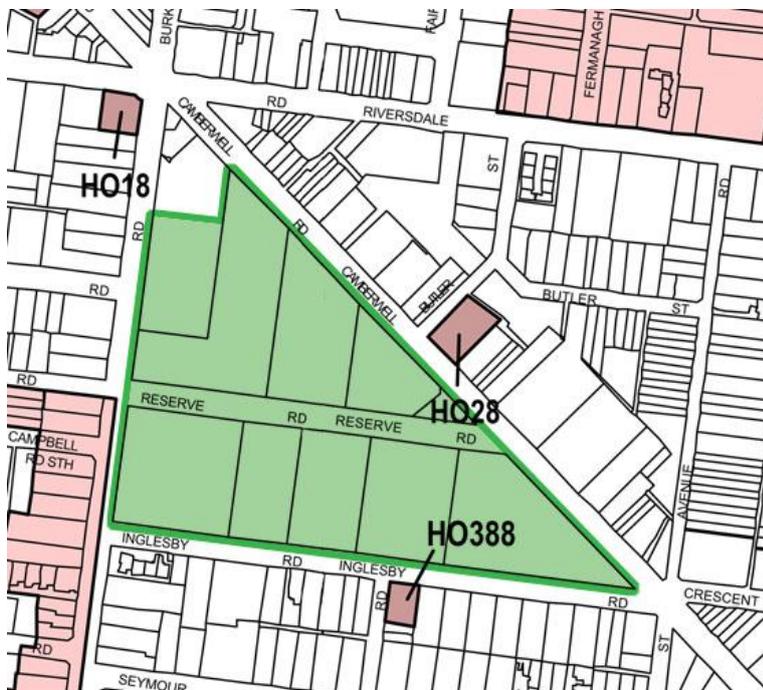


Figure 9 The Civic and Community Precinct as proposed by the current Review is indicated in green.

Previous Study

The *Camberwell Conservation Study* identified a largely triangular precinct (Figure 8), based around the former Camberwell Town Hall and associated municipal and institutional buildings. The area was bounded by Burke Road, Camberwell Road and Inglesby Road and included an offshoot area covering the Camberwell Police Station and Court House on the north side of Camberwell Road.

Current Review

The Civic and Community Precinct (Figure 9) has been proposed by the current Review following a survey of the area and assessment of the precinct boundaries identified in the *Camberwell Conservation Study*.

The precinct as proposed in large part encompasses the previously identified Precinct 32 (Figure 10). The boundaries of the proposed precinct have been modified to exclude the Camberwell Police Station and Courthouse at 311-317 Camberwell Road, which now has the protection of an individual heritage overlay, and the two commercial properties immediately south of Camberwell Junction at 240 and 250 Camberwell Road. These two buildings are omitted as they are no longer in keeping with the civic, religious, educational and recreational character of the precinct.

Additionally, the alphabetic gradings as given in the *Camberwell Conservation Study* were reviewed and revised. In a majority of cases these gradings were confirmed by the current Review. Two buildings which were not graded in the *Camberwell Conservation Study* or the *Camberwell Junction Heritage Review*, St John's Presbytery and the Camberwell Civic Centre, have been reviewed as being Contributory to the Civic and Community Precinct. Another building, Our Lady of Victories Presbytery, was graded C by the *Camberwell Junction Heritage Review* and has been given the revised grading of Significant by the current Review.

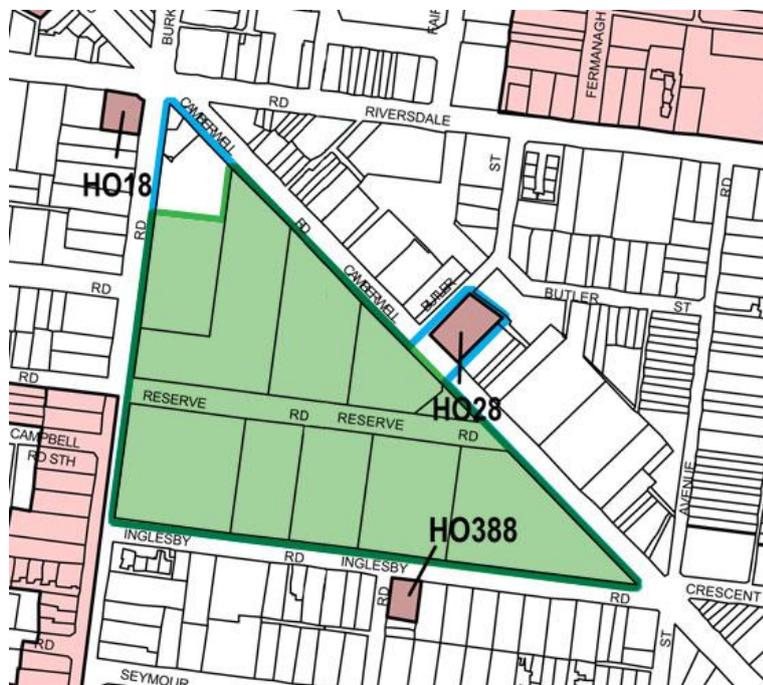


Figure 10 Comparison between the boundaries of Precinct 32 (in blue) overlaid on the Civic and Community Precinct as proposed by the current Review (in green).

Precinct 30.2 (Camberwell Conservation Study)



Figure 11 The boundaries of Precinct 30.2 as identified in the *Camberwell Conservation Study* are indicated in blue.



Figure 12 The individual overlay proposed by the current Review for Dillons Buildings is indicated in green.

Previous Study

Precinct 30.2 as identified in the *Camberwell Conservation Study* (Figure 11) contained approximately 19 commercial properties, notably including Camberwell Market and two buildings located prominently on the Junction corners; Dillon's Buildings on the north-east corner and 245 Camberwell Road on the south-east.

Current Review

The survey of this area found that a number of buildings had undergone substantial alterations and additions since the earlier studies were undertaken. For example, 245 Camberwell Road on the south-east corner of the Junction has been extensively remodelled on both its Riversdale Road and Camberwell Road sides, in a makeover that robs the building of much street presence. 524-36 Riversdale Road, another large building that formerly lent

cohesion to this area, was also given a completely new frontage in the 1990s. The Camberwell Market building on the north side of Riversdale Road, though it has its original awning and parapet signage, lacks distinctive architectural strength and has been extended with new, undistinguished fabric on its north side.

A number of buildings were broadly intact and as surveyed in the earlier studies, but on review, most were not considered to be of sufficient significance to warrant the application of a Heritage Overlay. Only Dillon's Buildings, located on the north-east corner of the Junction, is considered to warrant the recommendation of an individual Heritage Overlay (Figure 12). This two storey building has a façade of a late inter-war design with vigorous patterned brickwork, a sculpted tower and original tower signage. It has been altered at awning and ground floor levels throughout, but with consideration and an awareness of the architectural value of the original building.

In all, the current Review has concluded that the area no longer has the consistency or strength to warrant a precinct overlay. It is recommended that Dillon's Buildings be included in a site specific Heritage Overlay (see Section 4.2, below).

Rivoli Precinct (Hawthorn Heritage Study)

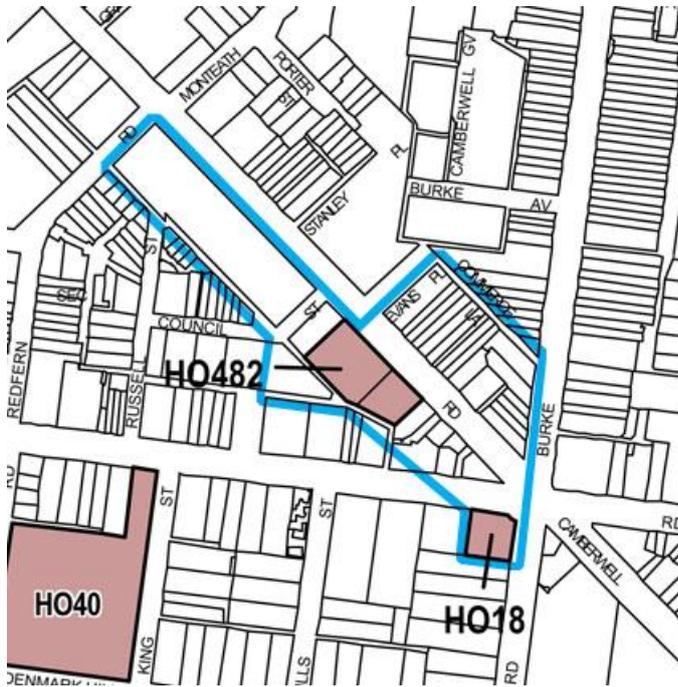


Figure 13 The boundaries of the Rivoli Precinct as identified in the *Hawthorn Heritage Study* are indicated in blue.



Figure 14 Four of the individual overlays proposed by the current Review are indicated in green.

Previous Study

The Rivoli Precinct as identified in the *Hawthorn Heritage Study* contained approximately 28 properties, incorporating three of the Junction's prominent corner sites and also including the Rivoli Theatre and Camberwell Tram Depot (Figure 13).

Current Review

Following the survey of the area and assessment of the precinct boundaries, the previously identified Rivoli Precinct is no longer considered to hold sufficiently strongly as a precinct. This is as a result of the substantial remodelling and new works that have occurred since the earlier studies were undertaken and an inherent fragility in the original precinct designation. In reviewing the proposed precinct it is evident that it is uneven at several points, notably in the heavily reworked Central Buildings at 231-41 Camberwell Road fronting the Junction at its northwest corner, and the shops and cafes numbering 199 through 215 Camberwell Road, which have also been heavily altered. Three other frontages to the south side of Camberwell Road are either heavily altered, or lack strong or readable architectural character.

As an alternative to a precinct designation it is considered that, in addition to the Rivoli Theatre (HO482) and the former ES&A Bank (HO18), a number of individual buildings are of a level of significance to warrant individual Heritage Overlay controls (see Section 4.2, below and Figure 14, above). These are:

- MMTB Depot – comprising tram shed at 160-170 Camberwell Road and administration office at 8 Council Street, Hawthorn East;
- Charing Cross Buildings at 204-210 Camberwell Road, on the south side;
- Pepperell's Buildings at 217-223 Camberwell Road, on the north side;
- Simpson's Buildings, at 222-232 Camberwell Road, forming an acute angled building fronting the Junction.

4.2 Recommendations for Individual Buildings

The following properties (or groups of properties) are recommended for individual Heritage Overlays (see Figure 4). These properties all fall outside the two precincts nominated in the present review.

- MMTB Depot – comprising tram shed at 160-170 Camberwell Road and administration office at 8 Council Street, Hawthorn East
- Charing Cross Buildings – 204-210 Camberwell Road, Hawthorn East
- Pepperell’s Buildings – 217-223 Camberwell Road, Hawthorn East
- Simpson’s Buildings – 222-232 Camberwell Road, Hawthorn East; also numbered 481-491 Riversdale Road
- Masonic Centre – 12 Prospect Hill Road, Camberwell
- Baptist Church – 460 Riversdale Road, Hawthorn East
- Dillon's Buildings - 493-503 Riversdale Road, Camberwell; also numbered 554-564 Burke Road
- MMTB Substation – 30 Station Street, Camberwell

This recommendation followed from a systematic survey of every building within the study area, and consideration of issues such as visual prominence, cohesion and the intactness of the upper and lower façades. Outside of the two precincts identified by the current Review, only significant buildings were identified as warranting the application of an individual Heritage Overlay. In a number of cases, these individual buildings were considered to be of a higher level of significance than the assessment and grading of the previous studies had suggested. This is reflected on the revised grading on the citations and in the statement of significance for these buildings.

5.0 Citations

Precinct citations:

- Burke Road North Commercial and Transport Precinct
- Civic and Community Precinct

Individual citations:

- MMTB Depot – comprising tram shed at 160-170 Camberwell Road and administration office at 8 Council Street, Hawthorn East
- Charing Cross Buildings – 204-210 Camberwell Road, Hawthorn East
- Pepperell’s Buildings – 217-223 Camberwell Road, Hawthorn East
- Simpson’s Buildings – 222-232 Camberwell Road, Hawthorn East; also numbered 481-491 Riversdale Road
- Masonic Centre – 12 Prospect Hill Road, Camberwell
- Baptist Church – 460 Riversdale Road, Hawthorn East
- Dillon's Buildings - 493-503 Riversdale Road, Camberwell; also numbered 554-564 Burke Road
- MMTB Substation – 30 Station Street, Camberwell

Precinct	Burke Road North Commercial and Transport Precinct	Reference No	
Streets	Auburn Parade, Burke Road, Cookson Street	Survey Date	21-22 February 2008



Indicative Heritage Overlay map



View of the east side of Burke Road

History

The land on either side of Burke Road around today's Junction area was first sold in allotments ranging in size from 21 to 46 acres on 5 May 1853.¹ The price paid for these lots indicates that they were probably intended for small farm development, unlike lots sold in the recently subdivided village of Hawthorn to the west. Though these Burke Road lots were resold fairly quickly, they were not subdivided at this time. Burke Road was primarily a transport route bounded by the properties of well-to-do families, farms and market gardens.²

Hawthorn continued to be the dominant Victorian era commercial centre in the district until after the Camberwell to Melbourne railway connection in 1882. This resulted in further residential subdivision within walking distance of the station; significant commercial and retail development in the vicinity did not occur until later in the decade, however, when the rise in estates selling in the area led entrepreneurs to realise the commercial potential of the location.³ At this time, the Camberwell side of Burke Road showed more development than the Hawthorn side. By the 1890s the block between the railway line and Prospect Hill Road to the south was almost fully developed, mostly with double storey brick and stucco buildings typical of the period. A notable exception was the three storey building of McApline's ironmongery (today 694 Burke Road).⁴ North of the Broadway, two villas contrasted with the six-shop row built as the first stage of 782-794 Burke Road.⁵ On the Hawthorn side of Burke Road to the north of the railway line, building activity occurred with the construction of the Palace Hotel in 1888 and a strip of shops built at the same time, which still survive. Little development had taken place by the 1890s south of the railway line as the land had not been released for sale.⁶

Residential growth in the Edwardian era, from a population of 8,600 in 1901 to 17,000 in 1915, promoted service shops for the new population, including many greengroceries and butcher's shops.⁷ On the Camberwell side of Burke Road a row of seven shops were built on the corner of Broadway in 1900. Between 1908 and 1910 nine new brick shops were built on the Camberwell side, three of them two-storied. The most notable changes, however, happened on the Hawthorn side of Burke Road between Burwood Avenue and Harold Street, where the land was subdivided and sold from c1898 to 1911. This was a period of stylistic transition in architecture, and a variety of building styles were used for the businesses constructed during these years. In c1908-9 a row of three double storey shops in the Victorian style were built on the block north of Mayston Street (845-849 Burke Road). Also constructed around this time was the Federation Queen Anne commercial building on the corner of Mayston Street and Burke Road, named "The Hub" at the time of its renovation in the 1920s. The Federation Free Style State Bank building with its Art Nouveau motifs was erected in 1907.⁸ All of this

¹ Parish of Boroondara, plan B 415(5), undated.

² R Elphinstone, *Camberwell Junction Heritage Study* 1991, pp.16-17, 20-21.

³ G Butler 1991, 'Precinct 30, Camberwell Junction' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*; R Elphinstone, *Camberwell Junction Heritage Study* 1991, p.23.

⁴ R Elphinstone, *Camberwell Junction Heritage Study* 1991, p.23.

⁵ G Butler 1991, 'Precinct 30, Camberwell Junction' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*

⁶ M Gould 1992, *Hawthorn Heritage Study: Volume 1A*, pp.54, 56.

⁷ G Butler 1991, 'Precinct 30, Camberwell Junction' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*

⁸ R Elphinstone, *Camberwell Junction Heritage Study* 1991, p.27-28.

activity in and adjoining the shopping centre became an important selling point in estate agents' advertisements for the residential development occurring west of Burke Road.⁹

Beginning in 1916, the extension of the tramway system throughout the district was the principal force stimulating subsequent development in the Junction area. The post-war period saw the population of Camberwell increase from 18,000 in 1918 to 30,000 in 1927.¹⁰ The extensive upgrading of Camberwell Railway Station in c1920 was another contributing factor to the growth of shop numbers.¹¹ With this surge of development occurred a large number of building applications for the construction and re-modelling of shops in 1918-19. Also in 1918 the land north of Cookson Street and the railway line was placed on the market, with the lots fronting on to Burke Road advertised specifically as 'Business Frontages'. WJP Davies purchased seven of the lots between Cookson Street and Broadway, and applied for a permit to construct seven two-storey brick shop buildings.¹²

Shop numbers in the Junction area kept increasing throughout the Depression, with the emphasis shifting from service shops to sellers of consumer durables and financial institutions. By World War Two the centre appears to have been substantially developed. After this time redevelopment became the issue. With the beginnings of Modernism after the war, much of the ornament was stripped from buildings and decorative shopfronts were replaced with strictly functional aluminium or stainless steel fittings.¹³

(G Butler, *Camberwell Conservation Study 1991*, R Elphinstone, *Camberwell Junction Heritage Study 1991*, M Gould, *Hawthorn Heritage Study 1993*; additional research by Lovell Chen, 2008)

Description & Integrity

This is predominantly a retail precinct, with some residential uses including residences housed in first floor areas above the ground floor shops. The buildings characterising this use are terraced shop fronts with either a parapet or full first floor facades above, with zero setbacks. These were mostly built in the period 1885-1930, with some frontages being added in the period 1930-1940. This typing is also considered to apply to the Palace Hotel, both in its retail and original residential role, and to buildings of 'subsidiary' function that maintain the streetscape and scale, as with the substation at 750 Burke Road and the railway station at 716 Burke Road. Most of the ground floor retail fronts have been altered, although some originals of long standing remain in Burke Road at 798, 784-6, 766, 754 and 748, and in Cookson Street.

The precinct is heavily identified with the adjoining residential estate subdivisions and with servicing these areas. It is also fundamentally associated with the railway, having been developed as a direct result of the railway's coming into Camberwell at that point in 1882. It has been characterised as a distinct second 'node' of the central Camberwell shopping area in its development.

Comparative Analysis

As a suburban type this proposed precinct compares with Glenferrie, Auburn, Malvern, Balaclava, Elsternwick and Moonee Ponds, being a suburban commercial strip transverse to a railway line and

⁹ M Gould 1992, *Hawthorn Heritage Study: Volume 1A*, p.61.

¹⁰ R Elphinstone, *Camberwell Junction Heritage Study 1991*, p.29.

¹¹ G Butler 1991, 'Precinct 30, Camberwell Junction' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*

¹² R Elphinstone, *Camberwell Junction Heritage Study 1991*, p.30.

¹³ G Butler 1991, 'Precinct 30, Camberwell Junction' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*.

major road arteries, dominated by two-storey terraced shops of a largely late nineteenth century stylistic origin. It lacks the three storied grandeur of Auburn, and its shopfronts are seldom as daring as in Glenferrie (tilework and sculpture) or Malvern (art nouveau patterning). The completion dates of Camberwell buildings are markedly later, on the whole, than their Auburn and Glenferrie counterparts, or similar arterial streetscapes in Brunswick Street, Fitzroy or Bridge Road, Richmond. Its period character has more in common with High Street, Northcote. Its main strength is the consistency of its upper-storey street frontages to Burke Road, and the degree to which buildings of later periods, in particular the 1920s and 1930s, contribute to a rich and fairly unified streetscape. The Palace Hotel and the Railway Station each provide strong and highly visible foci for the precinct, again paralleling the hotel's and railway's role in comparable shopping centres. Elsternwick and Brunswick Street, Fitzroy are arguably better preserved. This upper Burke Road precinct is, however, in considerably better state than similar retail formations in Heidelberg, Ormond or Bentleigh. The nominated Camberwell precinct is a major Melbourne example of a late nineteenth- early twentieth-century retail precinct.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

The precinct is of importance in reflecting a distinct phase in the commercial development of Burke Road in the vicinity of Camberwell Railway Station. It contains a strongly coherent group of buildings which relate across the old municipal boundary between Hawthorn and Camberwell, and which are important in the history of the local area and Boroondara as a whole. Within the group, the station and railway line were key drivers in the development event, albeit that the commercial importance of the shops has declined in more recent times.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

N/A

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The precinct contains buildings which, both individually and as a group, demonstrate the built form adopted for suburban commercial development towards the end of the nineteenth century and into the first half of the twentieth century. It is important in demonstrating the principal characteristics typical of a coherent group of suburban commercial buildings. Importantly, it appears from the repetition of parapet and other decoration that many of the late nineteenth and early twentieth century shops may have been authored by the one designer or developer.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

The precinct generally exhibits a strong streetscape cohesion and presentation with a readily discernable aesthetic character.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara’s history.

N/A

Statement of Significance

What is Significant

The Burke Road North Commercial and Transport Precinct contains individually significant or contributory sites, which provide a visually cohesive elevation that demonstrates the major development phase of the commercial area surrounding Camberwell Railway Station. The buildings which contribute to the significance of the precinct date primarily from the late nineteenth century and the early twentieth century, along with some commercial development from the post-World War I and interwar periods. Visually remote from but related to the precinct is the Camberwell Station, itself an important factor in the establishment and growth of the precinct and area (G Butler, *Camberwell Conservation Study* 1991, additional comments by Lovell Chen 2008).

The fabric which contributes to the significance of this precinct, with the exception of the station, is essentially that which presents to and is visible from the street, as observed in front-on and longer angled views. This generally comprises the front and side street return façades, and parapets, chimneys and roofscapes. Surviving intact and early shopfronts also contribute to the significance of the precinct. Other than this fabric the depth of fabric to be retained in any redevelopment is that which is sufficient to support the facades. While the rear façades and lower wings remain in various states of intactness they are generally not considered to contribute to the assessed significance of the precinct.

Specific buildings of individual and contributory significance which are important to the precinct are identified in the attached schedule.

How is it Significant

The Burke Road North Commercial and Transport Precinct is historically and aesthetically significant to the City of Boroondara.

Why is it Significant

The Burke Road North Commercial and Transport Precinct is of importance in reflecting the initial phase in the commercial development of Burke Road in the vicinity of Camberwell Railway Station. It is important in demonstrating the principal characteristics of a class of buildings – retail and commercial with residential above – constructed between 1880 and 1930 and as presenting in a coherent group. Additionally, the precinct generally exhibits a strong streetscape cohesion and presentation with a readily discernible aesthetic character.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	Yes
Victorian Heritage Register	No
Prohibited uses may be permitted	No

Incorporated plan	No
Aboriginal heritage place	No

Identified By

G Butler, *Camberwell Conservation Study*, 1991.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

M Gould, *Hawthorn Heritage Study*, 1993.

Lovell Chen, *Camberwell Junction Heritage Review*, 2008.

References

General:

G Butler, *Camberwell Conservation Study* 1991

R Elphinstone, *Camberwell Junction Heritage Study* 1991.

M Gould, *Hawthorn Heritage Study* 1993.

Precinct Burke Road North Commercial and Transport Precinct

Reference No

Name	Number	Street Address	Grading	Previous Grading ¹	Other Heritage control/listing	Construction Date
	72	Auburn Parade	Non-contributory	-/-		c1930-1940
	76	Auburn Parade	Non-contributory	-/-		c1910-1920
	668-670	Burke Road	Contributory	C/C		c1889
Kings Buildings	672-674	Burke Road	Contributory	C/B		1924
	676	Burke Road	Non-contributory	C/-		c1950-60
	680	Burke Road	Contributory	C/C		1895
	682	Burke Road	Non-contributory	-/-		unclear
	684	Burke Road	Contributory	C/C		c1895
	686	Burke Road	Contributory	D/D		1889
	688	Burke Road	Non-contributory	-/-		c1980-90
	690	Burke Road	Contributory	D/D		1891
	692	Burke Road	Contributory	D*/-		c1890-95
	694	Burke Road	Contributory	C/B		c1891
	696	Burke Road	Non-contributory	-/-		c1950-60
	698	Burke Road	Non-contributory	-/-		unclear

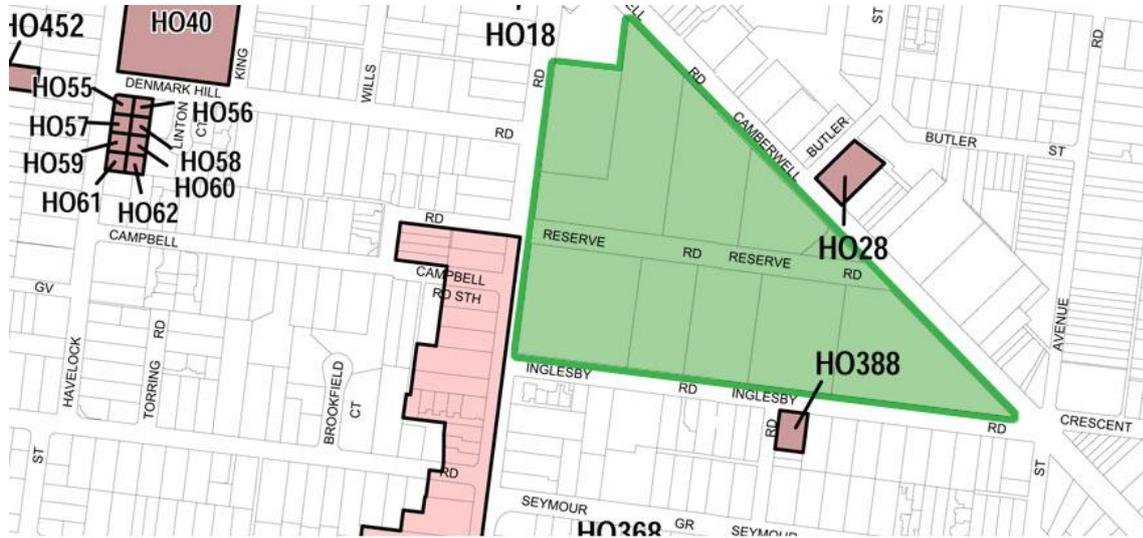
¹ The first grading given is from G Butler, *Camberwell Conservation Study*, 1991 or M Gould, *Hawthorn Heritage Study*, 1993 as applicable; the second is from R Elphinstone, *Camberwell Junction Heritage Study*, 1991. A dash (-) indicates that the property was not given a grading. The asterisk (*) following some of the gradings from the *Camberwell Conservation Study* denotes that the place was altered but still contributed to the precinct.

Name	Number	Street Address	Grading	Previous Grading	Other Heritage control/listing	Construction Date
	700	Burke Road	Non-contributory	-/-		c1970-80
	704	Burke Road	Contributory	C/C		c1900-5
	706	Burke Road	Contributory	D*/-		c1910-25
	708-710	Burke Road	Contributory	C/B		c1890-91
	712	Burke Road	Non-contributory	-/-		c1955-65
	714	Burke Road	Non-contributory	-/-		c1920-40
Camberwell Railway Station	716	Burke Road	Significant	B/B	HO263, NT	1918-19
	724-726	Burke Road	Non-contributory	-/-		c1935-45
	728-730	Burke Road	Contributory	D/-		c1920-30
	732-738	Burke Road	Non-contributory	-/-		c1980-95
	740	Burke Road	Contributory	D*/-		c1923
	742	Burke Road	Contributory	D*/-		c1920-30
	744	Burke Road	Non-contributory	-/-		c1920-30
	746	Burke Road	Contributory	C/D		c1925
	748	Burke Road	Contributory	D/-		c1920-25
	750	Burke Road	Contributory	D/D		c1926
	752-756	Burke Road	Contributory	D/-		c1919-20
	758-768	Burke Road	Contributory	D/C		c1900
	782-794	Burke Road	Significant	B/C		c1905
	796	Burke Road	Non-contributory	B/-		c1906-15

Name	Number	Street Address	Grading	Previous Grading	Other Heritage control/listing	Construction Date
	798	Burke Road	Contributory	C/D		1936
	800-802	Burke Road	Non-contributory	-/-		c1965-1975
	841	Burke Road	Non-contributory	-/-		c1920-1930
	843	Burke Road	Non-contributory	-/-		unclear
	845-849	Burke Road	Contributory	C/C		c1906
former State Savings Bank	851	Burke Road	Significant	B/B		c1907
	853-855	Burke Road	Non-contributory	-/-		c1910-25
	857	Burke Road	Non-contributory	-/-		c1920-30
The Hub	859-861	Burke Road	Contributory	C/C		c1908
	871	Burke Road	Contributory	C/C		c1925
	873	Burke Road	Non-contributory	-/-		c1910-20
	875	Burke Road	Non-contributory	-/-		c1910-20
	877	Burke Road	Contributory	D/D		c1915-20
	879-883	Burke Road	Non-contributory	-/-		unclear
	885	Burke Road	Contributory	-/-		c1902-10
	887-891	Burke Road	Contributory	C/C		c1915-20
Palace Hotel	893	Burke Road	Significant	B/B		1888
	897-899	Burke Road	Non-contributory	-/-		c1885-95
	901	Burke Road	Non-contributory	-/-		c1910-20
	903-907	Burke Road	Contributory	-/-		c1880-1900

Name	Number	Street Address	Grading	Previous Grading	Other Heritage control/listing	Construction Date
	909-913	Burke Road	Contributory	C/C		c1890
	915	Burke Road	Non-contributory	-/-		c1910-20
	917	Burke Road	Non-contributory	-/-		c1910-20
	921-927	Burke Road	Contributory	C/C		c1890-92
	929	Burke Road	Contributory	D/D		c1918-20
	931-933	Burke Road	Contributory	D/D		c1910
	941-957	Burke Road	Contributory	C/C		c1906
Davies Buildings	1	Cookson Street	Contributory	C/B		c1919

Precinct	Civic and Community Precinct	Reference No	
Streets	Burke Road, Camberwell Road, Inglesby Road	Survey Date	27 February 2008



Indicative Heritage Overlay map



Former Camberwell Town Hall

History

The land south-east of the Junction between Burke and Camberwell Roads was originally purchased by G S Durie in the Crown Land sale of 1853. This triangular area of land reverted to the Crown, however, when Durie was unable to pay the sale price. A portion of the land was granted to the Catholic Church as a church reserve in 1859, while the tip of the wedge was reserved by the Church of England. The remainder of the unsold land was available to the Boroondara Road Board when they applied for a town common in 1861.¹

In 1863 the Church of England constructed a small wooden church, St John's, which they extended in 1869. The 1860s also saw the residents of Camberwell granted a Common School, which opened in 1868.² The Road Board commissioned a meeting hall on the site in 1871, which it eventually replaced with the present municipal buildings. In the same year, the Wesleyans had a church built on land they had reserved in the 1860s.³

The minor residential boom of the 1880s coincided with the provision of substantial public buildings in this precinct. The first Catholic Church was constructed in 1887, the Wesleyan Manse in 1885 and the new Town Hall in 1891. The population expansion in the early 20th century also saw new buildings added to the school, Catholic Church and municipal reserves.⁴

(G Butler, *Camberwell Conservation Study* 1991, R Elphinstone, *Camberwell Junction Heritage Study* 1991; additional research by Lovell Chen, 2008)

Description & Integrity

The precinct encompasses Camberwell's Town Hall; Boroondara municipal administration buildings; the Roman Catholic, Anglican and Methodist churches with their attendant housing and halls; Camberwell State School and Our Lady's Catholic parish school; and block of public toilets. The remainder of the designated land is either for public gardens, school playing grounds, gardens around clerical housing, a public bowling green and tennis courts. The area is triangular in shape, excluding a corner immediately southeast of Camberwell Junction which has been taken over by a commercial premises. The street boundaries are Burke Road (west side), Inglesby Road (south side) and Camberwell Road (northeast side); the area is bisected from east to west by Reserve Road.

The civic and community use of this area began with the sale of land in the designated precinct area to the churches and municipal administration, between c1853 (first reversion to Crown land), 1859 (sale to the Catholic Church of land on Burke Road; Anglican Church land acquisition to Burke Road frontage) and 1861 (town common set aside for Boroondara Road Board). A cricket club occupied part of the area until 1914 when it moved further down Camberwell Road. A post office was at the Camberwell Junction corner, but has since been sold.⁵ Otherwise all the original users are still on the site. The post office was rebuilt in the 1960s, but that building is now occupied for commercial use, and a large office building was constructed alongside it at 250 Camberwell Road. These last two properties are excluded from the nominated precinct as they now serve a commercial rather than a civic or community purpose.

¹ R Elphinstone, *Camberwell Junction Heritage Study* 1991, p.17.

² R Elphinstone, *Camberwell Junction Heritage Study* 1991, p.19.

³ G Butler 1991, 'Precinct 32, Camberwell Civic Precinct' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*

⁴ G Butler 1991, 'Precinct 32, Camberwell Civic Precinct' in *Camberwell Conservation Study 1991: Volume 3, Significant Areas*

⁵ Built around 1966-7 and replacing an earlier Post Office of c1889-90. It is now a furniture retail store.

Residential buildings contributing to the precinct's heritage value include:

- The former Wesleyan Parsonage, 316 Camberwell Road, a progressive design for its period (c1890) by John Beswicke, the noted Hawthorn architect. It includes skilled Queen Anne and Japanese references, comparable with current Hyndman and Bates houses in the Camberwell area.
- The Catholic Presbytery, 548 Burke Road. Its first component was completed in 1891,⁶ and included free Romanesque and Queen Anne detailing. It was a progressive and imposing design for its period. A later portion was added around 1915-20, in general sympathy with the original building. It provides an imposing entry building at the southwest corner of the precinct.
- The former Anglican Vicarage, 552 Burke Road, a typical mid-19th century house added to on its north and west side around 1925 to a design by G and J Askew. Its extensions consolidated St John's role as a major Anglican church in the region, and accompanied the enlargement of St John's church in 1925-6 (now replaced).

Of the three churches, the former Wesleyan at 310 Camberwell Road, now the Uniting Church, is original, completed in 1885, possibly to a John Beswicke design.⁷ It is a late example of High Victorian polychrome Gothic, with a hall addition of c1904 and a screen to Camberwell Road added in 1932-3. Our Lady of Victories Catholic Church at the Burke Road-Reserve Road corner replaced an earlier building of 1887 with an imposing and monumental free Romanesque church to a design by August Fritsch, then the leading Catholic Church architect in Melbourne who was about to embark on a series of large suburban churches through Melbourne suburbs.⁸ It is unusually rich in its use of stone and in its internal furnishings, and in its use of a dome, which linked free Romanesque with the other Catholic tradition of the Italian Renaissance. Its general approach and bearing continued with St Dominic's, Riversdale Road, East Camberwell, 1938-40, by Payne and Dale, and with Schreiber and Jorgenson's Xavier College Chapel in Barker's Road Kew (1928). St John's Anglican on Burke Road (1955-7) is a Louis Williams design replacing the earlier 1925-6 church which was destroyed by fire.⁹ It approaches cathedral scale and rounds out the former Camberwell municipality's Anglican churches, all in the Arts and Crafts-modern Gothic tradition.¹⁰ The later annexe sustains Williams' brick coloration and usage and is set to one side immediately north of the church, so that it is legible as a separate building.

⁶ Initial dating sourced from its foundation stone. The additions appear in character with 1910-25 building fabric.

⁷ Given that Beswicke designed the Manse. Butler, in his *Camberwell Conservation Study*, 1991, noted Beswicke's reformist use of medieval styles when discussing 25 Alma Road Camberwell in his study of specific sites.

⁸ As with St Brendan's, 103 Wellington Street Flemington, 1923-5, Our Lady Help of Christians, 49 Nicholson Street Brunswick East, c. 1924, St Francis Xavier, 1087 Whitehorse Road Box Hill, 1926, Our Holy Redeemer, 4 Barton Street, Surrey Hills, remodelled c. 1933, and Our Lady of Good Counsel, Whitehorse Road Balwyn, c. 1937.

⁹ Author: interview with Louis Williams, 1977.

¹⁰ These include Ward and Carleton's St Paul's Canterbury of c. 1906, Rodney Alsop's St Mark's Burke Road, c. 1928, Gawler and Drummond's Holy Trinity Surrey Hills, c. 1926, and Williams' own St Dominic's East Camberwell, 1932-65. With Alexander North, Williams also designed St Mark's Church Hall in c. 1914.

Local Government buildings (all at 8 Inglesby Road) include the Town Hall by James Gall, completed in 1891. This is a major suburban town hall design from the period, comparable with Beswicke's for Hawthorn, Crouch and Wilson's for Malvern and George Johnson's for Collingwood. Replacing an earlier Shire hall of 1871, this new design combined a rusticated Renaissance ground floor with an unusually stretched and mannerist upper level and a tower with modillions, deepened entablatures and a spectacularly stretched mansard roof. Later additions have been kept to the rear and sides of the building and have not been obtrusive in the general form facing Camberwell Road. Irwin and Stephenson's Municipal Offices, of 1924, are an elegant classical and Regency combination of a type also seen in Irwin and Stevenson houses.¹¹ These compare with contemporary municipal offices in the same attenuated classical-regency style. The Civic Centre (1965-8), by the noted school and church architects Mockridge Stahle and Mitchell, was a temple-formed auditorium building similar in approach to the contemporary Dallas Brooks Hall in East Melbourne, and along with that building is the most impressive representative of the style in Melbourne. The Civic Centre was recently altered internally and externally to provide office and library facilities, including a large addition to the Camberwell Road elevation of the building.

The State School in Camberwell Road was originally built as a Common School to a Crouch and Wilson design in 1868, and retains some of that fabric. Its later 1886 frontage has polychrome and jerkin-headed gabling characteristic of the Henry Bastow period in government school design. It also has a striking infant school addition of 1909, with flamboyant Art Nouveau signage and a curved bay, and contemporary with the Public Works' fine Canterbury Primary School of the same period. Later linkages and extensions, from the 1920s and following, run through to Reserve Road but do not interfere with the Camberwell Road elevations of 1909. Its Catholic counterpart, Our Lady's School, has some 1904 components but gained its current size and Reserve Road frontage in 1923, possibly to Fritsch designs.¹² Later additions have been in broad sympathy but kept to the rear of the Reserve Road site.

On the recreational sites the bowling pavilion has replaced an earlier building shown in 1904 site plans; it and the Camberwell Road toilet block both date from the 1950s. The toilet block, though altered, is the more interesting design, being cylindrical with glass brick walling in clinker brick.

Landscape and plantings

The precinct gains an equal part of its identity from those parts kept as parkland, gardens or planting areas. The Burke Road end of the precinct is effectively introduced by garden: at the southwest corner of the Catholic Presbytery, augmented by the plane trees along Inglesby Road. This is an extensive and long-standing garden, semi-public in use, with a mixture of cypress and mature deciduous trees along the Burke Road frontage and around the Church in the area separating it from the School. There is smaller scale garden planting at the entry ground in front of Our Lady's Church, at the Burke Road-Reserve Road corner. The former St John's Anglican Vicarage, across Reserve Road north of the tennis courts, is a dense mixture of plane trees and large evergreen shrubs. The other Burke Road frontages down to the Junction and around to the east elevation of 250 Camberwell Road are either built on or paved over, and this absence of a garden area is one reason the precinct excludes the Junction corner and 250 Camberwell Road. The park immediately east of 250 Camberwell Road is primarily a gently sloping lawn with a mixture of large mature trees and some small palms, and some of this foliage marks the garden areas in front of both the State School and the Uniting Church.

¹¹ Such as their house for the painter Edgar Fullwood at Mont Albert Road Canterbury, 1928. Similar approaches in housing came with Blackett, Forster and Craig's houses in the Yarrbat Avenue Balwyn and houses by Marcus Barlow and FDG Hawkins in central Camberwell. Houses by the latter two firms are illustrated in Barlow's *Australian Homes*, Melbourne, 1926.

¹² Given that Frisch was designing Our Lady of Good Counsel's primary School in Deepdene at the roughly the same time.

The parkland along the south side of Reserve Road is similar to that running through to Camberwell Road, being gently sloping lawn with mature trees, augmented by a cluster of native and deciduous trees in the otherwise asphalted Catholic School yard. Along Inglesby Road there are a mixture of eucalypts and plane trees, supplemented in effect by large trees spreading across Inglesby Road from its south side, just outside the proposed precinct. The original Inglesby Road planting appears to have been plane trees, formerly the standard Camberwell street tree, and in later years these have been supplemented by eucalypts in planned pairs or small groups.

Specialised recreation sites include the tennis courts to the immediate south of the former St John's Vicarage, the school grounds of both Our Lady of Victories between Reserve and Inglesby Roads, the State School grounds south to Reserve Road, and the bowling green, now doubling as a netball or basketball court. The cricket ground has long moved elsewhere.

Comparative Analysis

Camberwell's administrative and community reserve compares with other notable reserves in Victoria, in particular Maryborough Town Hall precinct of the 1860s, and the Geelong and Warrnambool Town Hall areas. In Melbourne's suburbs its closest parallels are the Town Hall Reserve at St Kilda and the Moorabbin Civic Centre. In most other suburbs the civic and community buildings are scattered. Central Melbourne had a partial parallel in the Swanston-Lonsdale-Russell-La Trobe Street block, which was entirely dedicated to institutions for the public benefit: the Museum, Public Library, National Gallery, and the Melbourne Hospital. This has, unfortunately, been broken up completely.

The specific buildings are mostly notable as examples of their genres and the interested communities invariably chose the best-known architects associated with them. St John's Church is a valuable example of a Louis Williams design; Fritsch's Our Lady's ably exemplifies his approach, and the State school complements others by the Public Works department and by Crouch and Wilson, authors of the original block. James Gall's Town Hall compares directly in significance with other notable town halls of the period, including Crouch and Wilson's Malvern Town Hall, John Beswicke's at Hawthorn and Johnson's in Collingwood. The Civic Centre, albeit altered, was one of the most ambitious ever built in Melbourne suburbs, striking a monumentality unseen previously in post-war Melbourne municipal architecture. It is a notable example of monumental classicism flavouring larger Australian public buildings. It compares directly with the two civic centres by Harry Seidler at Ringwood and Glen Waverley, and the Cocks and Carmichael centre at Moorabbin, all completed in the 1980s; and Camberwell was a markedly earlier undertaking on this scale. It is also quite different from the smaller Brighton Municipal Offices of 1959-60 by Oakley and Parkes, designed in a Frank Lloyd Wright manner.¹³ At the same time Camberwell has managed to preserve much of the original park, garden and reserve character of this precinct. Apart from the cricket club, all the original users are still present on their parts of the nominated precinct.

Assessment Against Criteria

Modified Heritage Council criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

Containing many of the key civic, community and institutional buildings associated with the former City of Camberwell, this precinct is of considerable importance to Boroondara's cultural history. Of the suburbs which formed the new municipality of Boroondara, the civic and community infrastructure of Camberwell was the more focussed and architecturally complex. Set in a generous reserve, it has survived largely intact and provides a major insight into the cultural history of the municipality.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

¹³ See Philip Goad et al., *Melbourne Architecture*, Watermark, Sydney, 1999, p. 185.

The precinct contains individual buildings of relative rarity within Boroondara.

Criterion C – Potential to yield information that will contribute to an understanding of the City of Boroondara’s cultural history.

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The precinct contains a group of buildings which reflect the principal characteristics of an evolved civic and community precinct.

Criterion E – Importance in exhibiting particular aesthetic characteristics.

In the individual buildings which make up the precinct and the associated landscape, the aesthetic qualities are of a high order and exhibit the architectural characteristics reflective of the importance of their role in the community.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

Many of the buildings contained within this precinct are strongly linked to and continue to be used by the community. Many are a focus for community activity and in the post amalgamation period the civic complex in particular has become the centre of local governance. As such, there is a strong association of a number of these buildings with the community at large and, in the case of the schools and churches, with smaller but important community groups.

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara’s history.

N/A

Statement of Significance

What is Significant

The Civic and Community Precinct encompasses Camberwell’s Town Hall; Boroondara municipal administration buildings; the Roman Catholic, Anglican and Methodist churches with their attendant housing and halls; Camberwell State School and Our Lady’s Catholic parish school; and block of public toilets. These buildings are set in or associated with substantial landholdings including public gardens, school playing grounds, gardens around clerical housing, a public bowling green and tennis courts. The street boundaries are Burke Road (west side), Inglesby Road (south side) and Camberwell Road (northeast side); the area is bisected from east to west by Reserve Road.

Specific buildings which contribute to the significance of the precinct are as follows:

Our Lady of Victories Catholic Church

Our Lady of Victories Catholic School

Our Lady of Victories Presbytery

St John's Anglican Church and Parish Centre

Former St John’s Vicarage

Public toilet

Camberwell Primary School

Camberwell Uniting Church

Former Wesleyan Manse

Camberwell Civic Centre

Camberwell Town Hall

Camberwell Municipal Offices

In addition to the buildings the open landscape and mature plantings provide an appropriate and important setting.

How is it Significant

The Civic and Community Precinct is historically, aesthetically and socially significant to the City of Boroondara

Why is it Significant

The Civic and Community Precinct is of major historical importance in the association of the original reserved land and related buildings with the early development and later growth of the former City of Camberwell. The precinct contains civic buildings, schools and churches all of which have been important in the growth and development of Camberwell and continue to be so in the new City of Boroondara. The precinct is of social significance as the focus of contemporary local governance and in continuing to play a significant role in the provision of places of education and worship for the local community. The civic centre in particular has been and continues to be a place used by the community. Aesthetically, the precinct contains buildings of a generally high level of individual significance, which both individually and as a group are of particular distinction within the local context. Their aesthetic significance is enhanced by their open setting and the associated landscape and mature plantings.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	Yes
Incorporated plan	No
Aboriginal heritage place	No

It is recommended that further work be carried out to investigate the significance of the trees and plantings in the Civic and Community Precinct, and their contribution to the precinct.

Identified By

G Butler, *Camberwell Conservation Study* 1991.

R Elphinstone, *Camberwell Junction Heritage Study* 1991.

Lovell Chen, *Camberwell Junction Heritage Review*, 2008.

References

General:

G Butler, *Camberwell Conservation Study* 1991.

R Elphinstone, *Camberwell Junction Heritage Study* 1991.

Precinct		Civic and Community Precinct			Reference No	
Name	Number	Street Address	Grading	Previous Grading ¹	Other Heritage Control/Listing	Construction Date
Our Lady of Victories Catholic Church	548	Burke Road	Significant	B/B	NT	1913-18
Our Lady of Victories Catholic School	548	Burke Road	Contributory	C/C		1924
Our Lady of Victories Presbytery	548	Burke Road	Significant	-/C		1891
St John's Anglican Church and Parish Centre	552	Burke Road	Contributory	-/-		c1957
Former St John's Vicarage	552	Burke Road	Contributory	-/-		c1880-90 (altered c1925)
Public toilet		Camberwell Road	Contributory	-/D		c1955
Camberwell Primary School	290	Camberwell Road	Significant	B/A		1868
Camberwell Uniting Church	310	Camberwell Road	Contributory	C*/B		1885
former Wesleyan Manse	316	Camberwell Road	Significant	B/B		1890
Camberwell Civic Centre	8	Inglesby Road	Contributory	-/-		c1965
Camberwell Town Hall	8	Inglesby Road	Significant	A/-		1891

¹ The first grading given is from G Butler, *Camberwell Conservation Study*, 1991; the second is from R Elphinstone, *Camberwell Junction Heritage Study*, 1991. A dash (-) indicates that the property was not given a grading. The asterisk (*) following one of the gradings denotes that the place was altered but still contributed to the precinct.

Camberwell Municipal Offices	8	Inglesby Road	Significant	A/-		1924
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Name	Camberwell MMTB depot	Reference No	
Address	160-170 Camberwell Road, Hawthorn East 8 Council Street, Hawthorn East	Survey Date	27 February 2008
Building Type	Tram depot	Grading	Significant
Date of Construction	1929	Previous Grading	C



MMTB Tram shed at 160-170 Camberwell Road

Extent of Overlay

Tram shed – to title boundaries
Administration building – to footprint of existing building



MMTB Administration building at 8 Council Street

Intactness	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Poor
Heritage Status	<input type="checkbox"/> HV	<input type="checkbox"/> AHC	<input type="checkbox"/> NT

History

Electric tram networks were developed in the Hawthorn and Camberwell areas after World War One, in c1918-19.¹ The Camberwell tram depot opened in December 1929, housing 63 cars under cover on nine 'roads'. The Burwood and Wattle Park routes transferred here from the Hawthorn depot and the Camberwell-City route transferred from the Malvern depot.²

The tram shed appears in the Sands & McDougall Directory for the first time in 1932. It replaced a group of seven houses and a storage yard between Council Street and Redfern Road, which had been demolished by 1930. It also replaced several houses on the north-east side of Redfern Road. The original architect for the Hawthorn, Kew and Malvern Tram Depots, Leonard Flannagan, is still listed in the Sands & McDougall Directory for 1932, but the design, at this fairly late stage, was probably by the MMTB design office, as was the c1924 rotary converter substation at 30 Station Street nearby. The new tram shed does not share Flannagan's detailing or style usage. The tram shed forms the northern part of Camberwell Tram Depot, whose south entrance to Riversdale Road is first listed in the Directory in 1931.³

(R Elphinstone, *Camberwell Junction Heritage Study*, 1991; additional research by Lovell Chen, 2008)

Description & Integrity

Tram shed

The Camberwell tram shed is a double-height red face brick building in English bond, with clinker brick window sills, lintels and mullions, brick rustication marking out bays, cement rendered parapet and frieze. It probably has a mezzanine component at the rear or west end. It has an asphalt apron for its tram sidings, and an original fence up to the Council Street corner. The tubular steel overhead wiring poles appear original, though their floodlight fittings are later, as does the fence around the siding yard at the Council Street end, which comprises red brick piers, cement rendered caps and steel mesh webbing in an iron tube frame. Some windows and doors in the tram shed have been bricked in or relocated, on the Redfern Road and Risson Lane sides, to the northwest and southwest, but these are out of the main road streetscape view.

The building has a series of brick breakfronts capped with cement rendered frieze and parapet, proclaiming MMTB (Melbourne and Metropolitan Tramways Board) in two projecting bays at each end of the Camberwell Road elevation. These are each stepped out from the main parapet by about 10cm. At their lower levels these breakfronts are delineated by brick rustication at their edges suggesting quoins, and each has a three-light window to Camberwell Road. Intermediate bays enclose a single window each, and are divided by brick piers, again rusticated at their edges. All the Camberwell Road windows are framed with clinker brick, distinguishing them from the more general red brick on the rest of the exposed brick surfacing. These support the cement-rendered frieze above, but with no alteration to the frieze depth or the consistent parapet height. The east end of the tram shed is open and surmounted by a set of trusses supporting a saw-tooth roof with its opaque slopes facing northwest and its glazed walls facing southeast. The east front wall of this saw-tooth is enclosed in corrugated galvanised steel sheets and a set of floodlights are installed on this wall, corresponding to the number of tram sidings entering the shed. Five vents are mounted above the front edge of each saw-tooth bay. Each siding could accommodate five or six trams of conventional length under this main roof, and the interior is subdivided into mezzanine and other office and storage spaces toward its northwest (Redfern Road) and southwest (Risson Lane) end. Toilets are on the south-west side to the

¹ John Keating, *Mind the Curve! A History of the Cable Trams*, 1970, Melbourne University Press, Melbourne, p.122.

² Barry George, *Time-line History of Melbourne's Government Cable and Electric Trams and Buses*, The Railfan Shop, Melbourne, pp.42-43.

³ Sands & McDougall Directory, various years.

rear, facing Risson Lane, and escape stairs there indicate office, store or other rooms at first floor level. The Camberwell Road-Redfern Road corner is chamfered, giving the building a touch of art deco massing redolent of Wallis, Gilbert and Associates' Hoover factory in London. Several brick courses nearer the Camberwell Road footpath are battered out from the main northeast wall.

Administration building

The administration building (former Staff and Dispatch office) is a double storey Neo-Georgian building of red faced brick with slate tiled roof, apsidal north end and textured stucco Roman Doric columns, supporting a central balcony. The west elevation has two breakfront wings with rusticated brick corners indicating quoins, twin gables with open bases and two semicircular panels suggesting Serlian windows on the first floor. A colonnaded tholos porch is at the north end, rounding the corner between the main tram siding apron and Risson Lane.

Comparative Analysis

Tram shed

The tram shed is one of the major buildings in Camberwell and conspicuous from its Camberwell and Riversdale Road approaches. Until completion of the Shell petroleum complex in Rose Street, the tram shed was probably the largest building in this area, in terms of footprint. It is one of four major surviving tram depots in the eastern suburbs, along with Malvern, 1910, Hawthorn, 1915-16, and Kew, 1916. The last two are also in Boroondara. Each is of a very different architectural style. The tram shed has obvious associations with the arrival of electric tram services in the Camberwell area and is a good and very well preserved example of contemporary industrial architecture. Its exterior is in a stylised classicism with art deco touches common to contemporary industrial buildings, aircraft hangars and related buildings (Point Cook, Laverton, Ford Geelong). The Camberwell Road frontage, fittings and yard fence are all in virtually original condition, as opposed to Kew Depot in Barkers Road which has had substantial alterations and Hawthorn in Wallan Road which has been adapted as an adjunct wing for an apartment building.

Administration building

The former Staff and Dispatch Office is an important, accomplished and quite intact Neo-Georgian building externally, comparable with Irwin and Stevenson's Council Offices in Camberwell Road, but with a heavier grain appropriate to its 'industrial' function. It is a building which is on a par with good Federal Works Department designs of this period. There are no direct comparisons within Boroondara.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

The tram shed and associated administration building are the direct result of the extension of the electric tram system in the area, an event of major importance to the history of the area. At the time of its establishment the tram system directly impacted on the growth and accessibility of the expanding suburbs to the east, including Camberwell and beyond.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

The tram shed and administration building form the last of three tram depots constructed within Boroondara in the first half of the twentieth century. Each is of a distinct architectural design and each is of individual importance as an uncommon complex within the area.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The Camberwell MMTB depot is important in demonstrating the characteristics of such a place.

Criterion E – Importance in exhibiting particular aesthetic characteristics.

The tram shed in its north elevation in particular is a competent and well resolved example of the use of stylised classicism with art deco touches as applied in contemporary industrial buildings. The administration building is similarly a handsome example of the use of Neo-Georgian as applied to government and institutional buildings during the period.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara's history.

N/A

Statement of Significance

What is Significant

The key elements of the Camberwell MMTB Depot are the tram shed and administration building. The more significant feature of the shed is the north wall and the decorated return wall to a depth of approximately 8 metres along Redfern Street. The remaining extent of west wall on Redfern Street and the south wall on Risson Lane are of less importance. The administration building is significant to the extent of the complete original external fabric.

How is it Significant

Camberwell MMTB Depot is historically and aesthetically significant to the City of Boroondara.

Why is it Significant

The tram shed is a prominent and dramatic streetscape element in its own right. It is an important reminder of the significance of the tramway system along major east-west and north-south Junction roads and the importance of public transport to suburban development. (R Elphinstone, *Camberwell Junction Heritage Study*, 1991).

Linked with and integral to the history and operation of the depot, the administration building is a distinctive example of Neo-Georgian design as applied in a public works context. It is a building which reinforces the importance of the tram system in the growth of suburban Melbourne and in the local area.

Grading Review

Previous Grading C. This review recommends that the tram shed and administration building be identified as a 'Significant' buildings.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme. See also Figure 15, below for broad guidelines to development.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	Yes
Incorporated plan	No
Aboriginal heritage place	No



- | | |
|--|--|
| <p> Retain existing fabric including saw tooth roof and walls to Camberwell Road and Redfern Road to a depth of the return wall (approx 8 metres).</p> <p> New build area. Maximum height 4 levels (ground plus 3 storeys).</p> | <p> Retain and adapt existing building. Limited scope for addition or alteration.</p> <p> New build area. Height as per Camberwell Junction Structure Plan.</p> |
|--|--|

Figure 15 Aerial view of the MMTB depot with guidelines for development.
Source: Google Earth

Identified By

M Gould, *Hawthorn Heritage Study*, 1993.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

References

General:

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Name	Charing Cross Buildings	Reference No	
Address	202-210 Camberwell Road, Hawthorn East	Survey Date	27 February 2008
Building Type	Commercial	Grading	Significant
Date of Construction	c1889-90	Previous Grading	B



Charing Cross Buildings

Extent of Overlay

To title boundaries.

Intactness Good Fair Poor

Heritage Status HV AHC NT

History

This two storey row of shops was built for H Hutchins in c1889-90. This was a period of rapid population expansion, stimulated by the activities of building societies and land subdividers, facilitated by the extension of the suburban railway network.¹ The first entry for the building in the *Sands & McDougall Directory* in 1891 lists the occupants as a dairy produce shop, draper, china dealer and butcher. The depression years saw vacancies in the building increase to as many as three out of the five tenancies in the late 1890s, returning to full occupancy by 1905. Originally numbered 168-176 Camberwell Road, the building was re-numbered around 1915.²

(R Elphinstone, *Camberwell Junction Heritage Study*, 1991, additional research by Lovell Chen, 2008)

Description & Integrity

A prominent two-storey, overpainted terrace of five shops and residences. The ground floor shopfronts have all been substantially altered and the original verandah has been replaced by a cantilevered awning with a relatively recent fascia, but the entire first floor elevation is virtually intact. The central shop has a pedimented entablature featuring the building name on a plain architrave-frieze component immediately below the pediment. The second level is designed around an intact sequence of arches with tympani over each window, two per bay. Each bay is divided by loosely Doric pilasters which carry through to breakfronts in the bracketed cornices and in the plain recessed cornice immediately above those. A string course runs the length of the façade, linking the lower

¹ R Elphinstone, *Camberwell Junction Heritage Study*, 1991, building identification form.

² *Sands & McDougall Directory*, various years.

window sills and suggesting pilaster bases or pedestals. A second course with rosettes forms a springing point for each arch, forming a quasi-Doric capital for the pilasters at the sides of each window. Additional rosettes are between the arch pair in each bay. There may have been finials above each cornice breakfront. The upper recessed cornice has two low step-mouldings on each east bay, but none on the two west bays.

Comparative Analysis

These are a comparatively restrained and consistent group of shops, generally typical of the broad renaissance and classical palette of the period, and evocative of the specific date (1890) in juxtaposing face brick with a pattern of concrete or stucco dressing. This terrace is unusual in its degree of upper-storey intactness and its restrained, individual but carefully figured ornamentation. The repeated rosette motif is also unusual on commercial buildings in Camberwell area. By way of comparison the Charing Cross Buildings compare well with the 1900s shop terraces contained within the proposed Burke Road North Commercial and Transport Precinct. Charing Cross Buildings also provide a valuable foil to both Simpson's and Pepperell's shop terraces in Camberwell Road, both being recommended for individual overlays.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

The Charing Cross Buildings are important as a product of the late Victorian boom period of development in the area as associated with the expansion and growth of Hawthorn and the Junction.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

N/A

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The Charing Cross Buildings are important as a representative example of the later nineteenth century shop terrace which has remained substantially intact in the upper façade.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

The Charing Cross Buildings are of important as a good example of the broad renaissance and classical palette of the period, and evocative of the specific date (1890) in juxtaposing face brick with a pattern of concrete or stucco dressing.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Boroondara's history.

Statement of Significance

What is Significant

The Charing Cross Buildings are significant to the extent of their Camberwell Road façade and to a depth of one room behind that façade.

How is it Significant

The Charing Cross Buildings are historically and aesthetically significant to the City of Boroondara.

Why is it Significant

The Charing Cross Buildings are important as a product of the late Victorian boom period of development in the area as associated with the expansion and growth of Hawthorn and the Junction. They are an important streetscape element and of aesthetic distinction for their architectural modelling and the use of originally exposed brick with rendered ornament, albeit now all painted out.

Grading Review

Previous Grading B. This review recommends that the Charing Cross Buildings be identified as a 'Significant' building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

Identified By

M Gould, *Hawthorn Heritage Study*, 1993.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

References

General:

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Name	Pepperell's Buildings	Reference No	
Address	217-223 Camberwell Road, Hawthorn East	Survey Date	27 February 2008
Building Type	Commercial	Grading	Significant
Date of Construction	c1890-1900	Previous Grading	C



Pepperell's Buildings

Extent of Overlay

To title boundaries.

Intactness Good Fair Poor

Heritage Status HV AHC NT

History

Elphinstone cites these four shop buildings as being constructed for G Pepperell in c1900¹, and they correspondingly appear on the MMBW plan of 1902 as 161-167 Camberwell Road². A limited examination of the Sands & McDougall Directories for the preceding period indicates that four shops numbering 161-167 Camberwell Road existed in 1893 with the occupants listed as R Waterworth, grocer; G Chalk, fishmonger; a vacancy; and A Simpson, saddler. Waterworth, two others and a saddler occupied a building in the as yet un-numbered Camberwell Road in 1889, so it is more likely that the building was constructed by this time.³ Vacancies in Pepperell's Buildings continued throughout the economic depression of the 1890s, with all four shops not being occupied until 1907. The building was re-numbered 217-223 Camberwell Road in around 1915.⁴ While it is conceivable that the shop terrace was erected around 1900 and replaced an earlier four shop terrace on the site, it appears, on stylistic grounds that the terrace dates from the late 1880s or early 1890s.

(R Elphinstone, *Camberwell Junction Heritage Study*, 1991; additional research by Lovell Chen, 2008)

¹ R Elphinstone, *Camberwell Junction Heritage Study*, 1991, building identification form.

² MMBW plan No.57, October 1902.

³ *Sands & McDougall Directory*, various years.

⁴ *Sands & McDougall Directory*, various years.

Description & Integrity

A two storey, over-painted face brick row of four shops and residences. All of the ground floor shop fronts have been rebuilt, though they retain their original frontage proportions. The fourth and westernmost shop has a reconstructed shopfront, comprising a break front profile with a centrally located recessed entry. Above the entry door there may be remnant early fabric – the lining boards and scored scrolling above the entry doors. At first floor level the dividers are expressed at the street fronts as a set of piers topped with quasi-capitals and gablets. In line with this half-Gothic theme (the parapets and their mouldings appear more Renaissance) the four windows in each bay are paired round-headed, each pair being under a pointed arch moulding with a roundel in between each window arch - a vaguely 14th-15th century Florentine gesture that is itself comparatively rare in Australian usage. The four bays each have a parapet recessed behind the main cornice and with breakfront extensions of the first floor piers. Each bay's parapet has a central 'gable' with moulded name panels and combined with parapets. The parapets are raised above roofline with two scroll-profile end walls in face brick. The two centre bays have their panels inscribed with the original owner's name, but the parapet gables are actually moulded in an alternating rather than centred or repeated pattern, using both a straight-sided gable with central string course and a half-star gable with accentuated kneelers subsumed in perimeter moulding. This suggests the terrace may have been seen as extendable later-probably across the existing Young's Auctions frontage next door (see illustration).

The shop fronts have all been altered and the original verandahs have all been removed. At the same time the original proportions of the piers between each shop front remain, and the westernmost shop has a reconstructed breakfront shopfront form. The original orb finials on the parapet have gone from all but the easternmost shop elevation. This is common enough in Camberwell, and the major urns or orbs which appear to have been above each central parapet moulding have all gone as well. The post supported verandah in front of the furniture store's two bays has been rebuilt.

Comparative Analysis

Pepperell's Buildings compares to a limited number of shop terrace blocks in the area and further afield. It is distinctive, not in its history or function, but in its architecture which pursues a mixture of Renaissance and Medieval Gothic motifs.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

Pepperell's Buildings are important as a product of the late Victorian boom period of development in the area as associated with the expansion and growth of Hawthorn and the Junction.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

N/A

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

Pepperell's Buildings are important as a representative example of the later nineteenth century shop terrace which has remained substantially intact in the upper façade. It is representative in demonstrating the particular characteristics of such a place.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

The largely intact upper façade of Pepperell’s Buildings is important as an example of the use of a mixture of Renaissance and Medieval Gothic motifs in shop terrace development of the later nineteenth century.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara’s history.

N/A

Statement of Significance

A near original upper façade which has Victorian sources, in a group of four with interesting stylistic features. An important element in a streetscape featuring all prominent periods of building activity in the Camberwell Road-Junction area. Of local significance. (R Elphinstone, *Camberwell Junction Heritage Study*, 1991)

What is Significant

Pepperell’s Buildings are significant to the extent of their Camberwell Road façade and to a depth of one room behind that façade.

How is it Significant

Pepperell’s Buildings are historically and aesthetically significant to the City of Boroondara.

Why is it Significant

Pepperell’s Buildings are important as a product of the late Victorian boom period of development in the area as associated with the expansion and growth of Hawthorn and the Junction. They are an important streetscape element and of aesthetic distinction for their architectural modelling and the use of originally exposed brick with rendered ornament, albeit now all painted out.

Grading Review

Previous Grading C. This review recommends that the Pepperell’s Buildings be identified as a ‘Significant’ building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No

Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

Identified By

M Gould, *Hawthorn Heritage Study*, 1993.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

References

General:

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Name	Simpson's Buildings	Reference No	
Address	222-232 Camberwell Road, Hawthorn East also numbered 481-491 Riversdale Road	Survey Date	27 February 2008
Building Type	Commercial	Grading	Significant
Date of Construction	c1920-21	Previous Grading	B

Extent of Overlay

To title boundaries.



Simpson's Buildings

Intactness Good Fair Poor

Heritage Status HV AHC NT

History

The MMBW plan of 1902 shows the very corner of this site occupied by a small timber structure,¹ which housed the Junction timber yard and ironmongery depot.² By 1921 the Sands & McDougal Directory lists three and four shops as being built on Camberwell and Riversdale Roads respectively. In 1922 these new buildings were occupied by a hairdresser and tobacconist, mercer, milliner, ladies' drapers, boot shop, fancy goods store and billiard room.³ This was a period when post-war boom conditions encouraged population growth and further subdivision, while the streetscape in this area underwent major changes. The Junction's civic, commercial and institutional role was reinforced, and the tramway system was developed along Burke, Camberwell and Riversdale Roads.⁴ In its more recent history the first floor 'apex' housed the office of Kevin Borland, John and Phyllis Murphy and Peter and Dione McIntyre, five of Melbourne's most renowned architects, during the period when they drew up their Olympic Pool design of 1954-6.

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- 1 MMBW plan No.57, October 1902.
 - 2 *Sands & McDougall Directory*, 1902.
 - 3 *Sands & McDougall Directory*, 1922.
 - 4 R Elphinstone, *Camberwell Junction Heritage Study*, 1991, building identification form.

(R Elphinstone, *Camberwell Junction Heritage Study*, 1991; additional research by Lovell Chen, 2008)

Description & Integrity

A prominent, two-storey, stuccoed and overpainted brick shop building in a key corner location. It features rhythmic parapet ornament with raised entablatures and pier tops, and with two gabled pediments included in the cornice moulding. Each façade is modelled with seven distinct bays divided with corbelled piers: six upper shop fronts and a stairwell bay. The ground level shop fronts have all been altered, and a recent cantilever awning is in place. Clerestories may remain behind this awning. In common with most 1920s shop terraces, the main cornice has been lowered to just above the window-heads, and the surfaces above that have been treated as a kind of deepened parapet. This parapet has a lighter cornice with regular brackets that suggest dentil moulding but are more widely spaced; another twenties characteristic. Each parapet centre or pediment is supported emblematically at the centre of each bay by three tapering brackets, resembling timber components on contemporary bungalows. The pier tops are supported, again emblematically, by corbelled scrolls, again quite thin in frontal section. The upper façade is substantially intact, other than for the overpainting of originally exposed brick while the shop fronts have all been altered.

Comparative Analysis

Simpson's Buildings is a distinctive set of shop terraces angled up to Camberwell Junction's northwest corner. Each bay is cement or stucco rendered, and has all its mouldings, pediment and parapet treatment intact above awning level. It compares favourably with similar shop terraces of the period or marginally earlier, as at Maling Road Canterbury, Whitehorse Road Balwyn or Waverley Road Glen Iris. The wide-spaced bracketing under the parapet coping, and the deepened parapet itself, were typical 1920s usage. But the curvilinear supports under the parapet coping are more distinctive. They relate to residential rather than commercial designs of the period. Its unified form reads with considerable power at the Camberwell Junction corner. In terms of the evolving shop terrace model direct local comparisons include the Charing Cross Buildings and Pepperell's Buildings, also in this part of Camberwell Road. At first floor level is also comparable to a number of individual shops of the same period within Burke Road but more intact.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

Simpson's Buildings is a substantial development of the post First World War period which reflects the confidence in and growth of such suburban locations at the time. As associated with improved public transport and suburban development its construction typifies the expansion of the traditional nineteenth century shopping strips to accommodate the growing population in the area.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

N/A

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

Simpson's Buildings are important as a representative example of a shop terrace of the first half of the twentieth century which continues the traditional commercial terrace form as developed in the preceding century. It retains a distinctive and largely intact upper façade. It is representative in demonstrating the particular characteristics of such a place.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Simpson’s Buildings is of importance as an example of an early twentieth century shop terrace which in its formulation draws directly on nineteenth century antecedents, but with a contemporary treatment which reflects the immediate post World War One interest in abstraction and stripping back of architectural ornament. Along with Dillon’s Buildings it is one of the two inter-war Camberwell Junction buildings which retain their upper facades largely intact and which exhibit a distinctive architecture and aesthetic.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara’s history.

N/A

Statement of Significance

What is Significant

Simpson’s Buildings is a distinctive wedge shaped shop terrace block fronting two of the three main roads which form the Camberwell Junction with a distinctive façade decoration. It is a building of strong visual prominence when approached from the south and east. It is a building which is of significance to the extent of the entire external footprint, specifically the Camberwell and Riversdale Road façades and the roof area.

How is it Significant

Simpson’s Buildings is historically and aesthetically significant to the City of Boroondara.

Why is it Significant

Built as part of the important 1920-1925 phase of Junction development, Simpson’s Buildings is a prominent, unusually designed commercial corner building with distinctive façade decoration. It is an important streetscape element which reflects the traditional two storey scale of buildings in and around the Junction.

Grading Review

Previous Grading B. This review recommends that the Simpson’s Buildings be identified as a ‘Significant’ building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No

Victorian Heritage Register	No
Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

Identified By

M Gould, *Hawthorn Heritage Study*, 1993.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

References

General:

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Name	Masonic Centre	Reference No	
Address	12 Prospect Hill Road, Camberwell	Survey Date	21 February 2008
Building Type		Grading	Significant
Date of Construction	1923-24 (extended 1935)	Previous Grading	C



Extent of Overlay

To title boundaries.

Camberwell Masonic Centre

Intactness Good Fair Poor

Heritage Status HV AHC NT

History

The first Masonic Lodge to be established in Camberwell was the Emulation Lodge of Ancient Free and Accepted Masons which was consecrated c1890.¹ From 1891, the Camberwell Lodge rented rooms at the Town Hall, meeting once a month and arranging charity balls on other evenings. The Lodge acquired the vacant site on the corner of Prospect Hill Road and Station Street in 1919.² The foundation stone of the Camberwell Masonic Temple was laid in September 1923 by RW Bro. W Hattam, Chairman of Trustees. The building was designed by architects Gawler & Drummond and constructed by builder, LF Lewellen.³ In 1935, a double-storey addition was built at the rear of the Centre, replacing the original timber framed kitchen and servery. Today, as in previous years, a number of Lodges meet at the Temple, including the Lodge of Australia Felix (No. 1).⁴

(G Butler, *Camberwell Conservation Study* 1991, additional research by Lovell Chen, 2008)

1 G Butler, *Camberwell Conservation Study*, 1991, p. 221.
 2 MMBW Plan No. 70; Sands and McDougall Directories, various years between 1917-1925.
 3 G Butler, *Camberwell Conservation Study*, 1991, p. 221.
 4 'Featured Lodge Australia Felix, no 1', *Freemasonry Victoria*, 2007, Issue 113, p. 24.

Description & Integrity

This building is a two storey set of brick offices and hall with cement and textured stucco rendering, and tiled roof. The Prospect Hill (north) elevation is symmetrical, dominated by a portico with two giant order Ionic columns in antis stretched across a two storey set of windows and entry door. Masonic symbols are in relief on a spandrel above the front entry. The original east and west elevations read asymmetrically as 'profile' treatments, having three bays behind the entry area delineated with piers. The first bay back from Prospect Hill Road is a blank wall; the second has two trios of windows and the third has an apsidal bay. The building was extended to the rear in 1935. The addition has masonry walls to the east and south. The west wall (facing Station Street) is timber framed and clad in cement sheeting. The addition has a tiled pitched roof with gable ends. On the original permanent building, the roofs are all behind parapets.

Comparative Analysis

In Lodge circles this building compares with the Egyptian-flavoured Convocation Hall in Rochester Road Canterbury or the Masonic Hall at Dandenong Road Caulfield, both from the same period as this design. As was common in other Masonic halls it employs two columns *in antis* flanking the entrance. The Lodge building also uses a variety of symbolic emblems, again characteristic in Masonic Hall design. The hall is not as distinctive as the Canterbury Hall or as bold as the Caulfield Masonic Building, and is fairly correct, static and heavy-looking, typical of Gawler and Drummond in these years. But is an important building in Camberwell's community history. It is also an emphatic reminder of the importance of Lodges, halls and similar institutional buildings in suburban settings, particularly in the nineteenth and early twentieth centuries. The architectural treatment of the original 1924 building is reasonably sumptuous, with a properly turned Ionic order, superimposed on a core building that applies textures and details (windows, bays, course lines, textures), often from seemingly domestic bungalow architecture, but now in a massing that is convincingly monumental. This is an accomplishment given the domestic bungalow's difficulty in generating monumental form, and the fusion of domestic and monumental themes is of considerable interest in this design. The building exerts a strong streetscape presence toward Prospect Hill Road and is one of the few inter-war or earlier buildings surviving in the block immediately behind Burke Road. John S Gawler later designed the Grainger Museum at the University of Melbourne, 1935-38, and the Ionic-Deco Box Hill Town Hall, 1938.

The Masonic Hall is also fairly simple in comparison with Church buildings in the vicinity, which all rely on towers, Gothic-related window treatments, and the direct expression of internal spaces. In this the building has much more in common with Bates, Smart and McCutcheon's Second Church of Christ Scientist, across the railway cutting in Cookson Street at the Holly Street corner. That church has an existing individual heritage overlay and had won the Victorian Street Architecture Medal. This has a similarly cubic form and auditorium, but is enlivened by a skilled and fairly delicate use of rhythmic zigzag and other glazing motifs, and by rusticated brickwork. The Christian Science Church also uses a luminous form composed from exposed cream face brick.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

The Masonic Centre is of importance to the course of Boroondara's cultural history as an example of a key cultural institution. It is directly linked to the growth of Freemasonry in the post war years and its scale and prominence reflects the strength of local community involvement.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

The Masonic Centre is a relatively rare example of such a place within Boroondara.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D – Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The Masonic Centre is directly demonstrative of the principal characteristics of gathering places erected for the practice of Freemasonry.

Criterion E – Importance in exhibiting particular aesthetic characteristics.

Architecturally the original part of the Masonic Centre is reasonably sumptuous, with a properly turned Ionic order, superimposed on a core building that applies textures and details (windows, bays, course lines, textures) from contemporary domestic bungalow architecture on a mass that is convincingly monumental. It is a building which has a strong streetscape presence.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

The Masonic Centre has been the principal meeting place for a number of local freemasonry lodges.

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara's history.

N/A

Statement of Significance

What is Significant

The Masonic Centre is a monumental rendered brick building containing a hall and offices designed for use by local Freemasons and associated lodge members. Designed by architects Gawler and Drummond and constructed by local Lodge member, L F Lewellen in 1923-24 it provided the first purpose built premises in Camberwell of the Ancient Free and Accepted Masons.

The northern façade to Prospect Hill Road with its strong portico and Masonic symbols is of particular significance as are the east and west side elevations of the original building constructed in 1924. The south elevation, light weight addition constructed in 1935 and the rear of the site are of no significance.

How is it Significant

Camberwell Masonic Centre is historically, aesthetically and socially significant to the City of Boroondara.

Why is it Significant

The Masonic Centre is of local significance and regional interest as a long-term meeting place for many facets of the Masonic craft in Camberwell. Architecturally, the original 1924 building is a near original Masonic Temple successfully designed in the style traditionally used for lodges and large commercial buildings of the era.

Grading Review

Previous Grading C. This review recommends that the Masonic Centre be identified as a 'Significant' building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme as an individual place.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	Yes
Incorporated plan	No
Aboriginal heritage place	No

Identified By

G Butler, *Camberwell Conservation Study*, 1991.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

References

General:

G Butler, *Camberwell Conservation Study*, 1991.

Name	Baptist Church	Reference No	
Address	432 Riversdale Road, Hawthorn East	Survey Date	27 February 2008
Building Type	Ecclesiastical	Grading	Significant
Date of Construction	1903-04 1939-40	Previous Grading	C



Baptist Church hall

Extent of Overlay

To the title boundary on the north, east and west; and 2 metres from the side of the Baptist Church hall to the south.



Baptist Church

Intactness Good Fair Poor

Heritage Status HV AHC NT

History

The Camberwell Baptist Church, first formed in April 1891, purchased the site on the corner of Riversdale Road and Wills Street in January 1902 for £475. In November of that year a call for plans was made, and J F Gibbins was employed as architect. The contract for £1,750 to construct a Church

to seat 374 was given to builder Fraser and Currie. The foundations were laid in September 1903 and the Church was opened in 1904.¹

By 1935 the Church had reached capacity, and a building fund was opened in September 1936 to finance the construction of new separate accommodation for the Church and Sunday School. Plans by architect H L E Tranter were accepted in June 1939 and construction of the new buildings by builder S Whitehead began in July. The new church was opened for worship in front of an assemblage of about 700 people on the 16 March 1940, with the Sunday School moving to the old church.²

The Sunday School hall suffered damage to its doors, windows and part of the south side of the slate roof in a fire in April 1954, which also destroyed a timber Kindergarten building on the site. A rebuilding committee was soon established and construction of the new Kindergarten hall began in August 1955 and was completed by September 1956.³

(R Elphinstone, *Camberwell Junction Heritage Study*, 1991, additional research by Lovell Chen, 2008)

Description & Integrity

First Church (now Baptist Church Hall), 1903-4

Elphinstone observes that this building was 'designed in the manner of simple, English Gothic parish churches, with high gabled roof'. A gabled porch fronts the west (Wills Street). Pointed windows in all elevations and simple render treatment above the porch provide the only ornament. The triple lancet on the west gable is filled in with panelling and surmounted with a cement rendered blind arch pattern with horizontal stripes. The gable kneelers and apex are also surfaced in rendered cement. The walls are in red face brickwork with overpainted lower arches, sills and porch gable. Two large foundation stones flank the porch and provide a form of stone dressing. Elphinstone describes the building externally and internally as 'generally original' though its south side and roof were damaged by a fire in 1954. The roof was reconstructed, the original slate replaced with terracotta tiles, the ridge capping removed and the ridge vents replaced after the fire. Early photographs indicate however that the overall form of this building has remained otherwise unchanged externally.

Second Church, 1939-40

Face brick church of a moderately stylised late 1930s design, with a corner tower, angled brick buttresses and a lancet window grouping with brick mullions fronting a proportionally broad nave. Two vertical ribs run up the north (Riversdale Road) elevation, ending as finials on a fairly broad gable front. The tower has squared corner buttresses, a ribbed parapet and a tall open stair window facing Riversdale Road. An entry porch is to the immediate north-west at the Riversdale Road- Wills Street corner. A more recent lounge and entry area has been added to the east side, but kept back from the Church frontage with the connecting link partly concealed by the tower, so the Church reads clearly in its original form from the north and northwest sides, and its original east elevation also remains legible.

Comparative analysis

First Church (now Baptist Church Hall), 1903-4

In common with the other early churches of the Junction area the Church is quite basic in its treatment of a lancet gothic form. The choice of Gothic differed from Melbourne's earlier Baptist Churches, which had been Corinthian temple-fronts in the first and second city Churches. But other

1 A H Praeger, *Camberwell Baptist Church: 100 Years of Christian Ministry in the Camberwell/Hawthorn Area*, 1991, booklet, pp.2-4.

2 A H Praeger, pp.14-16.

3 A H Praeger, pp.21-23.

Baptist Churches were being built in Gothic by this time and would continue to be- as at Kew and Box Hill in the 1920-30s.

The face-brick, the cement lintel and striped dressing was common to Melbourne churches from the later 1880s, as in the Presbyterian and Wesleyan churches in Malvern and Hawthorn by George de Lacy Evans and Alfred Dunn completed around 1890-3, though these were richer sculpturally and in detail work. In plainness the first Baptist church can be compared with the former Congregational Church in Trafalgar Road, an earlier 'auditorium' building outside the study area under consideration, which has simple lancet windows but more elaborate string course mouldings. The striped blind arch depicted in the main gable is basically an applied pattern in rendered concrete, suggesting a main west window. Until the second church was built this first design had a direct visual line to Riversdale Road, across a small open allotment.

Second Church, 1939-40

Designed by H L E Tranter, one of a prominent Baptist family in the area, this Church is a good example of a late inter-war design, using a partly modernised Gothic, in this case with lancet windows rather than the more usual perpendicular or decorated, and retaining something of the broad front common to non-conformist churches in Melbourne generally. It compares directly with a set of sacramental churches in the Camberwell region. These include Louis Williams' 1965 St John's design south of the Junction, Payne and Dale's St Dominic's Roman Catholic in East Camberwell, of 1938-41, their Church of Our Lady of Good Counsel in Balwyn, c1950, and Rodney Alsop's St Mark's Anglican, c1926, north of the shopping precincts at the Canterbury-Burke Roads corner. These are all sacramental churches, but several nonconformist counterparts are in Camberwell as well. These include Camberwell Uniting at the Burke and Mont Albert Roads corner, c1934, north of the main shopping precincts, and at Balwyn Road with Canterbury Uniting, another Louis Williams design of c1930. In this fairly modern Gothic the only other pre-war *Hawthorn* counterpart is the Littlejohn Memorial Chapel (Presbyterian) at Scotch College, 1937, by Scarborough Robertson and Love. The present 'ribbon' of lounges and reception areas running across the frontage and immediately behind the church, are parallels to the ribbon-front added to the Methodist Church in Camberwell Road in 1933; but in the Baptist Church these were added much later, in the 1970s-80s. The Baptist Church's treatment has the advantage of being stepped back on the site, so that the original form of the Church reads clearly as an individual entity.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

The Baptist Church and Church Hall are important in reflecting the growth of the Baptist community in the area as linked to the major phases of suburban development in the later nineteenth century and again in the inter-war years. Along with the Catholic, Anglican and Wesleyan establishments further to the east, the Baptist complex reflects the importance of established churches in the growth of such areas and the prominence and relevance of such churches both in the practice of faith and in education.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

N/A

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The Church and Church Hall are directly representative of traditional places of worship in the area and exhibit the principal characteristics of such places. In this regard they are of significance in the local context both in their own right and as associated with the group of related places in the Civic and Community Precinct to the east of the Junction.

Criterion E – Importance in exhibiting particular aesthetic characteristics.

The first church, now the Church Hall, is of local importance as an example of a traditional church building modelled on an English Gothic parish church form. It is distinguished in the west elevation by the unusual banded brick and render blind arch patterning above the triple lancet window. The current Church is a more distinguished building which pursues a partly modernised Gothic vocabulary which is unusual in the Boroondara context.

Criterion F – Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

As places which continue to be used by the Baptist congregation, the Church and Church Hall have a strong and continuous association with that congregation.

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara's history.

N/A

Statement of Significance

What is Significant

The first (1903-4) and second (1939-40) Baptist Churches located on the south-east corner of Riversdale Road and Wills Street (432 Riversdale Road) reflect the growth of the Baptist church in the late nineteenth and early twentieth century and the association of the church with the growing suburban communities around central Melbourne. They both pursue a Gothic theme, which in the case of the earlier building is directly related to the traditional English parish church and in the latter develops as a modernised interpretation.

The churches are significant to the extent of their external fabric and their open landscaped setting. The principal facades to Riversdale Road and Wills Street are of particular significance. The addition constructed to the east side of the second church is not of significance.

How is it Significant

The Camberwell Baptist Church is historically, aesthetically and socially significant to the City of Boroondara.

Why is it Significant

The Baptist Church complex is of historical significance in reflecting the growth of the church in the local areas as related to the two early phases of growth in suburban development. Both the current and former churches are of aesthetic and architectural significance in a local context as examples of the relatively restrained designs adopted by the Baptists in their later church buildings. The second church in particular compares well to contemporary examples in the Boroondara area and further afield.

Grading Review

Previous Grading C. This review recommends that the Baptist Church complex be identified as a 'Significant' building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

Identified By

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Lovell Chen, *Camberwell Junction Heritage Review*, 2008.

References

General:

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Name	Dillon's Buildings	Reference No	
Address	493-503 Riversdale Road, Camberwell also numbered 554-564 Burke Road	Survey Date	21 February 2008
Building Type	Commercial	Grading	Significant
Date of Construction	1891/1925/c.1936	Previous Grading	C

**Extent of Overlay**

To title boundaries.

Intactness Good Fair Poor**Heritage Status** HV AHC NT**History**

The site on the north-east corner of Burke and Riversdale Roads had been occupied by successive buildings stemming from George Eastaway's Camberwell Inn, initially established in a corrugated iron structure in 1853. The naming of today's suburb derived from Eastaway's naming of his inn after a similar crossroads in London – Camberwell Green.¹ Under the stewardship of a subsequent publican E Clogg, tenders were called by architects Lawson and Grey in 1891 for the construction of a new hotel building and four shops – the hotel adopted the splay-corner form of its predecessor and was a handsome building of brick with rusticated rendered pilasters and parapet urns.² The four shops adjoined the hotel to its Riversdale Road frontage and their upper façade treatment was a continuation of that of the hotel.³ In the early 1900s the shops were occupied by a greengrocer, milliner, grocer

¹ G Blainey, *A History of Camberwell*, Lothian Publishing Company, Melbourne, 1980. p. 9.

² Tenders called by architects Lawson & Grey for the erection of the Camberwell Hotel and four two storey shops on 23 May 1891 in both the *Australasian Builders and Constructors News* and the *Building, Engineering and Mining Journal*. Recorded in the Miles Lewis Australian Architectural Index. The earlier form of the hotel, as well as the Lawson & Grey building are illustrated in Blainey's *A History of Camberwell*, between pp. 8-9 and pp. 24-25.

³ Extent of the hotel building and adjoining premises to Riversdale Road shown on the MMBW Detail plan #1844, prepared 1904.

and furniture shop.⁴ In c. 1912 Mrs Annie Dillon was listed as the publican, beginning a long association with the building.

With the successful lobbying of the Anti-Liquor League in the years immediately following the First World War, on the date of the state election 21 October 1920 two electoral districts – Boroondara and Nunawading – attained a vote in excess of the 60% required to close all hotels within their boundaries.⁵ Dillon's Camberwell Hotel was subsequently delicensed and by 1922 was listed in the *Sands & McDougall Directory of Victoria* as Dillon's Chambers, 489 (later 489A) Burke Road, with two music teachers and a ladies tailor listed as the tenants of the first floor, indicating the Mrs Dillon must have had the hotel building reconfigured as commercial premises. Directory records for 1925 recorded more extensive alterations were underway with shops being built within the ground floor of the former hotel building to Burke Road.⁶ Records in the former City of Camberwell's Building Index confirm building works taking place in the mid to late 1920s and it is thought that these works included the construction of additional shop premises on the land formerly occupied by the hotel's rear yard which abutted the right-of-way, still extant today.

During the mid-late 1930s, the former 1891 hotel building and adjoining shops to Riversdale Road, as well as the 1920s commercial premises to Burke Road constructed in the former hotel yard were extensively altered and the present moderne tapestry brick façade, tiled entry lobby and internal refurbishment works were undertaken. Listings in the *Camberwell Free Press* for 1937 advertised several businesses including K S Wilson ladies hairdresser and the Asti Photographic Studio and giving first floor room numbers within Dillon's Buildings at 1A Riversdale Road, accessed by the entry still in use today.⁷ Listings in the *Sands & McDougall Directory of Victoria* for 1938 confirm K S Wilson as a tenant at this address.⁸

These building works occurred during a period of solid prosperity and growth of retail businesses. A feature of the period was the development of specialist shops reflecting the affluence of the middle class, suburban neighbourhood. The ever-increasing use of the motor car by suburban residents tended to reinforce the dominance of Camberwell Junction as a principal shopping centre for the eastern suburbs.⁹

(R Elphinstone, *Camberwell Junction Heritage Study 1991*; additional research by Lovell Chen, 2008-9)

Description & Integrity

The current building façade is of a functional modernist style with apricot faced brick and tapestry brick relief to the two street façades and a prominent square corner feature. Horizontal lines are accentuated by fenestration and raised brickwork. The first floor windows to Burke and Riversdale Roads are simple ribbons of timber framed hung sash windows. Its first floor level is intact despite some minor sun hood spalling, and its original tower signage remains. All of the original exposed face and tapestry brick is intact, although some is in poor condition. The ground floor level shop fronts and canopy treatment are a recent alteration, and its uniformity of finishes and clean contemporary lines is an appropriate counterpoint to the variety of brickwork of the upper façade. The building retains elements of the foyer treatment - terrazzo flooring, staircase and decorative wall tiling - to the ground

4 Pattern of occupation derived from listings in the *Sands & McDougall Directory of Victoria*, 1904.

5 G Blainey, *A History of Camberwell*, 1980, pp. 80-81.

6 Pattern of occupation derived from listings in the *Sands & McDougall Directory of Victoria*, 1921-1930.

7 *Camberwell Free Press*, 25 March 1937, p. 2; 22 April 1937, p. 1.

8 *Sands & McDougall Directory of Victoria*, 1938.

9 R Elphinstone, *Camberwell Junction Heritage Study*, 1991, building identification form.

floor entry which leads to the upper level office suites. The application of multiple signage elements to the building is a characteristic of long-standing, directly related to its prominent siting and is evidenced through an examination of historical photographs.

Comparative Analysis

Dillon's Buildings is unusual in being a large and striking Art Deco-Moderne corner building at a major regional intersection. Other counterparts in the region such as the Hartwell *Regal* cinema have been demolished, and the design is more consistent and forceful than the contemporary buildings utilising decorative brickwork on the High Street south side at Kew Junction, or to the south side of Toorak Road Glen Iris, these being close suburban equivalents in Boroondara. Camberwell Junction's other leading designs from this period, the *Rivoli* Cinema and the Police Station and Court House, are on different site types, the *Rivoli* being a wayside frontage and the Police Station being on a shallow site at an obtuse-angled minor intersection.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

Dillon's Buildings is of importance to the course of Boroondara's cultural history in demonstrating the reinvigoration of a prominent corner site following prohibition in Camberwell, resulting in an example of retail and commercial development during a period of solid prosperity and growth within Camberwell prior to World War II. The retail and commercial development was associated with the increasing use of the motor car and dominance of Camberwell Junction as a principal shopping centre for the eastern suburbs.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

Dillon's Buildings is uncommon as a large and striking Art Deco-Moderne corner building at a major regional intersection.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

Dillon's Buildings are demonstrative of retail and commercial development within a principal shopping centre during the inter-war period. The application of multiple signage elements to the building is a characteristic which is of long-standing.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Architecturally, Dillon's Buildings presents as a large and striking Art Deco-Moderne corner building, prominently sited at a major regional intersection. The building is largely intact to its first floor level and retains original exposed face and tapestry brickwork and fenestration, together with the original tower element and signage. The building has a strong presence to the Camberwell Junction intersection.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H – Special association with the life or works of a person, or group of persons, of importance in City of Boroondara’s history.

N/A

Statement of Significance

What is Significant

Dillon's Buildings, situated on the corner of Burke and Riversdale Roads, is a prominent Art Deco-Moderne corner building. Its streetscape presence, intact first floor level with original face and tapestry brickwork, the corner tower element and original signage, contribute to the significance of the place.

How is it Significant

Dillon’s Buildings are historically and aesthetically significant to the City of Boroondara.

Why is it Significant

Dillon's Buildings are of local significance as a demonstration of the reinvigoration of a prominent corner site following prohibition in Camberwell, resulting in an example of retail and commercial development during a period of solid prosperity and growth within Camberwell prior to World War II. Architecturally, the building is of significance as an Art Deco-Moderne building, sited at a major regional intersection, uncommon within Boroondara. The building’s façade is largely intact to its first floor level and retains intact original exposed face and tapestry brickwork and fenestration, together with the original tower signage.

Grading Review

Previous Grading C. This review recommends that the Dillon’s Buildings be identified as a ‘Significant’ building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	No
Incorporated plan	No
Aboriginal heritage place	No

Identified By

G Butler, *Camberwell Conservation Study*, 1991.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

References

General:

G Butler, *Camberwell Conservation Study*, 1991.

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Name	MMTB Substation	Reference No	
Address	30 Station Street, Camberwell	Survey Date	28 February 2008
Building Type	Substation	Grading	Significant
Date of Construction	c1924	Previous Grading	C



Extent of Overlay

To the title boundary on the north, east and south; and 3 metres from the rear of the building to the west.

Intactness Good Fair Poor

Heritage Status HV AHC NT

History

Electric tram networks were developed in the Hawthorn and Camberwell areas following World War I, in c1918-19.¹

The Camberwell Substation was built by a contractor for the newly unified Melbourne and Metropolitan Tramways Board, who took over Camberwell’s various tram services in 1920. The substation probably dates from around 1924, according to tramway records² after the hand-over of Camberwell trams to the MMTB. The substation housed a staff and several massive machines- each part engine, part magnet- for converting Melbourne’s general alternating current supply to a direct current for tram power.³

1 J Keating, *Mind the Curve! A History of the Cable Trams*, 1970, Melbourne University Press, Melbourne, p.122.

2 R Elphinstone, *Camberwell Junction Heritage Study*, 1991, building identification form.

3 See Bernard Greenberg, 'What is a rotary converter?- AC, DC and subway power', , <www.nycsubway.org>. These were large electromagnetic rotors that were often used in peak periods. The New York subway system has a network of these, installed in 1902-8, but examples appear all over the world and numbers are still in use. They date, primarily, from when motive electrical power was best controlled through a direct current, and windowed substations were a characteristic housing for them. More efficient mercury ducting was developed later, and with that came windowless substations of a different type.

(R Elphinstone, *Camberwell Junction Heritage Study*, 1991; additional research by Lovell Chen, 2008)

Description & Integrity

The building resembles a similar substation built in Maribyrnong Road, Ascot Vale for the MMTB from plans dated 1925.⁴ These plans show a single entry level storey set below an equipment room of 2.5 times the ground floor level's height. The Ascot Vale substation is built on brick and concrete footings, is divided at its upper level by a switch platform, has a projecting cable tower one bay square, and is topped by three large square ridge ventilators. The main volume is then lit from behind and above by three square clerestory windows. The Camberwell substation appears similar to that at Ascot Vale: load-bearing red brick walls, stiffened with integral piers and detailed with cement-rendered dressing, capped by a roof clad in corrugated galvanised iron and supported on a paired Fink truss of angled steel. The three-bay gabled composition is shifted off symmetry: no two front windows or openings are the same. The northern aisle- developing the cable tower space as at Ascot Vale- reads as part of the original design. The Liverpool brick bond used here differs from the English bond favoured by the railways. The steel-framed windows were common in industrial and utility buildings by the time this substation was built. The building is now disconnected from its overhead feeder lines. It is not clear if its original equipment- rotary converters- remain inside.

Comparative Analysis

The Camberwell Tramways' substation is one of the two earliest surviving rotary converter substations in the Melbourne metropolitan area. There are similarly sized flat-roofed and almost windowless Victorian Railways substations built c1922 in reinforced concrete outside East Camberwell station, but the pitched roof type seen here is closer in both form and size to several smaller substations built around 1920 on the Victorian Railways' Coburg and Hurstbridge lines in the early electrification period.⁵

Stylistically the Camberwell substation has several contemporary Baroque Revival touches, as in the bending cornices above the entries, a detail found in abundance in the State Library dome of 1909-11.⁶ The varying sill and lintel levels, and the M&MTB name tablet with its implied entablature, also typify Melbourne's Baroque Revival design in the early twentieth century. In this too, Camberwell substation relates to the large substations in face brick and cement render dressings built by the Victorian Railways at Jolimont, Newmarket, Newport, Sunshine and North Carlton in the period 1913-18, of which four survive. The angled gable bays are a vaguely bungalow touch, and have no specific sources in English Baroque. The substation is an interesting and well-executed example of industrial architecture in the Great War period and the early 1920s, and is most unusual for this type in being intact in both form and detail. Its plain brick and concrete rendered surfacing and detail corresponds with Glenferrie, Auburn and Camberwell railway stations in this period (all listed with Heritage

⁴ Included in Elphinstone's data sheets: *Camberwell Junction Structure Plan: Heritage Study*, Melbourne, 1991. These Ascot Vale plans were drawn up in the MMTB drafting office by 'E H' and appear to be dated October or December 1923, that is, at roughly the same time the Camberwell building was being developed. They show concrete beds for several of these rotary converters.

⁵ Coburg's is at the Munro Street level crossing and Hurstbridge's is at the northern end of the terminus station. Dates are sourced from opening of various Victorian Railways electrified lines, including Box Hill in 1922 and Ashburton in 1924, to take in those within Camberwell Municipality. Leo Harrigan, *Victorian Railways to 1962*, Victorian Railways Printing Works, 1962, p. 116. The Ashburton line was rebuilt and electrified to Alamein from 1948, and Ashburton gained a new substation. The large Jolimont substation (now demolished) is illustrated in Harrigan, p. 113.

⁶ By Bates, Peebles and Smart. See P Goad et al., *Bates Smart*, Thames and Hudson, Melbourne, 2004. This detail had been popularised on John Belcher and Beresford Pite's London *Institute of Chartered Accountants* in 1891, which was for a time one of the most admired and studied buildings in the world, to judge from American architectural journals.

Overlays), and with the more recent tramway depots at Hawthorn (listed with Heritage Overlay), Kew and at Camberwell Depot itself.

Assessment Against Criteria

Criterion A - Importance to the course, or pattern, of the City of Boroondara's cultural history.

The Camberwell Substation was constructed to house machinery to convert the alternating current supply to a direct current supply for tram power, following the installation of the electric tram system within Boroondara. This was an event of major importance to the history of the area. At the time of its establishment the tram system directly impacted on the growth and accessibility of the expanding suburbs to the east, including Camberwell and beyond.

Criterion B - Possession of uncommon, rare or endangered aspects of the City of Boroondara's cultural history.

The Camberwell Substation is a rare example of one of the two earliest surviving rotary converter substations in the Melbourne metropolitan area. It is unknown whether any internal machinery survives.

Criterion C - Potential to yield information that will contribute to an understanding of the City of Boroondara's cultural history.

N/A

Criterion D - Importance in demonstrating the principal characteristics of a class of cultural places or objects.

The Camberwell Substation is important in demonstrating the construction of a utility building associated with the MMTB and the electric of the tram system.

Criterion E - Importance in exhibiting particular aesthetic characteristics.

The Camberwell Substation is an externally intact face brick, render and concrete utility building with contemporary Baroque Revival touches. It is a substantial building which has great presence in its island location.

Criterion F - Importance in demonstrating a high degree of creative or technical achievement at a particular period.

N/A

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

N/A

Criterion H - Special association with the life or works of a person, or group of persons, of importance in City of Boroondara's history.

N/A

Statement of Significance

What is Significant

The Camberwell Substation is an externally intact face brick, render and concrete utility building constructed in c1924 for the MMTB as a rotary converter substation. It is a substantial building which has great presence in its island location.

How is it Significant

Camberwell MMTB Substation is aesthetically and historically significant to the City of Boroondara.

Why is it Significant

Camberwell Substation is of local aesthetic significance as a substantial face brick, render and concrete utility building, with Baroque Revival touches, constructed for the MMTB following the electrification of the tramway system in Boroondara. The Substation is of local historical significance and regional interest as a rare surviving example as one of the two earliest rotary converter substations in the Melbourne metropolitan area. Its construction is associated with the electrification of the tramway system, which was an event of major importance to the history of the area, impacting on the growth and accessibility of the expanding suburbs to the east.

Grading Review

Previous Grading C. This review recommends that the MMTB substation be identified as a 'Significant' building.

Recommendations

Recommended for inclusion in the Schedule to the Heritage Overlay of the Boroondara Planning Scheme.

External Paint Colours	Yes
Internal Alterations Controls	No
Tree Controls	No
Outbuildings and fences exemptions	No
Victorian Heritage Register	No
Prohibited uses may be permitted	Yes
Incorporated plan	No
Aboriginal heritage place	No

Regarding the potential for development, it is recommended that the MMTB substation is retained and adapted for re-use. There is scope for addition to the south side of the building and modification of the north side skillion.

Identified By

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

Lovell Chen, *Camberwell Junction Heritage Review*, 2008.

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General:

R Elphinstone, *Camberwell Junction Heritage Study*, 1991.

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