

Precinct	Union Road South Residential Precinct	Property No	
Streets	Union Road, Bona Vista Avenue, The Avenue and Warwick Avenue	Survey Date	Sept. 2014



Figure 1 Map of heritage precinct.

History

Surrey Hills

Much of what is today known as the suburb of Surrey Hills was taken up as part of Elgar’s Special Survey in 1841, comprising more than 5,000 acres in the parishes of Boroondara and Nunawading. This large area was subsequently broken up for farmland between the 1850s and 1870s. The name ‘Surrey Hills’ was reputedly first used by John H Knipe in his 1878 subdivision just south of Mont Albert Road. Knipe was the owner of about 30 acres on the south side of the road in the 1870s, and sold his land in 1878 in two acre lots.¹

Prior to this, the current land area bounded by Warrigal, Riversdale and Canterbury roads and the approximate alignment of Highfield Road in the Parish of Boroondara was divided into lots 151, 152 and 153 (Figure 3) and purchased at a land sale held on 5 May 1853. Mr W Smith purchased the 132 acres of lot 152, and partners T B Payne and H Glass purchased the 105 acre lot 153. Allotment 151 comprised an area of just under 130 acres, and was also purchased by Payne and Glass at the land sale on 5 May 1853.² Although the gold rushes of the 1850s prompted a massive influx of immigrants to Melbourne, Surrey Hills continued to remain predominantly rural in character and sparsely settled, especially the outlying land to the east.

The Boroondara District Road Board was established in July 1854. As with other districts in Victoria, the establishment of the Roads Board amounted to the first form of local government and saw an increase in the development of local civic infrastructure. By 1860, a number of the major roads that bisect the Parish of Boroondara had been established. Whitehorse, Canterbury, Riversdale and Boundary (now Warrigal) roads formed the main arteries through Surrey Hills. The Roads Board became the Shire of Boroondara in 1871.

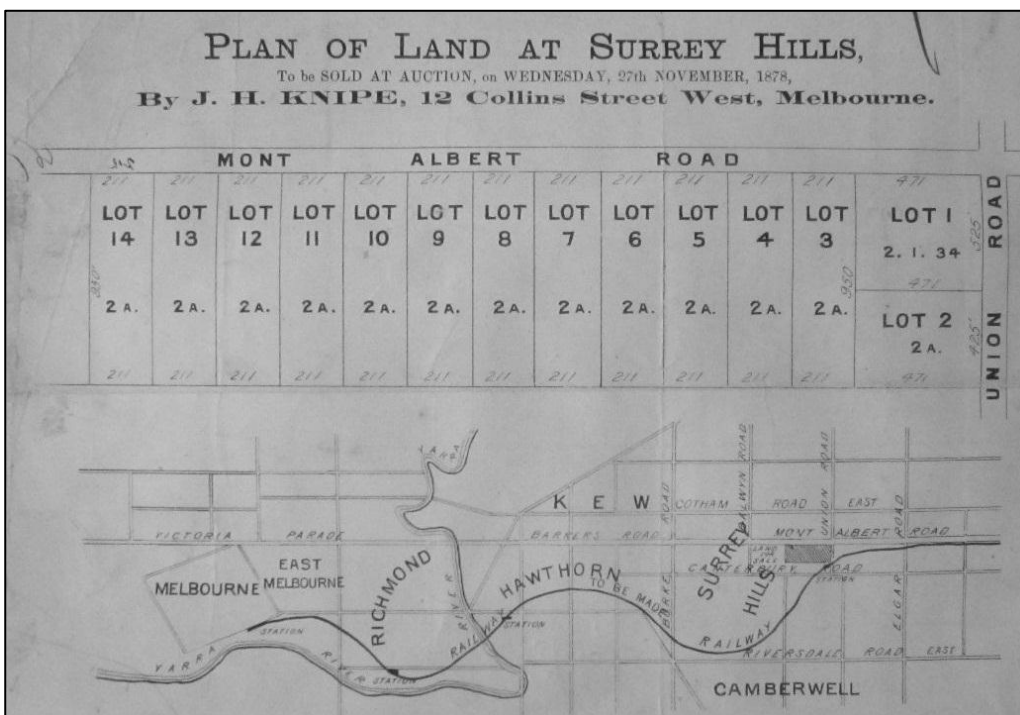


Figure 2 ‘Plan of Land at Surrey Hills’, J.H. Knipe auction notice for allotments on Mont Albert Road, 1878. Knipe is credited with naming Surrey Hills, and was a local landowner. Source: State Library of Victoria.

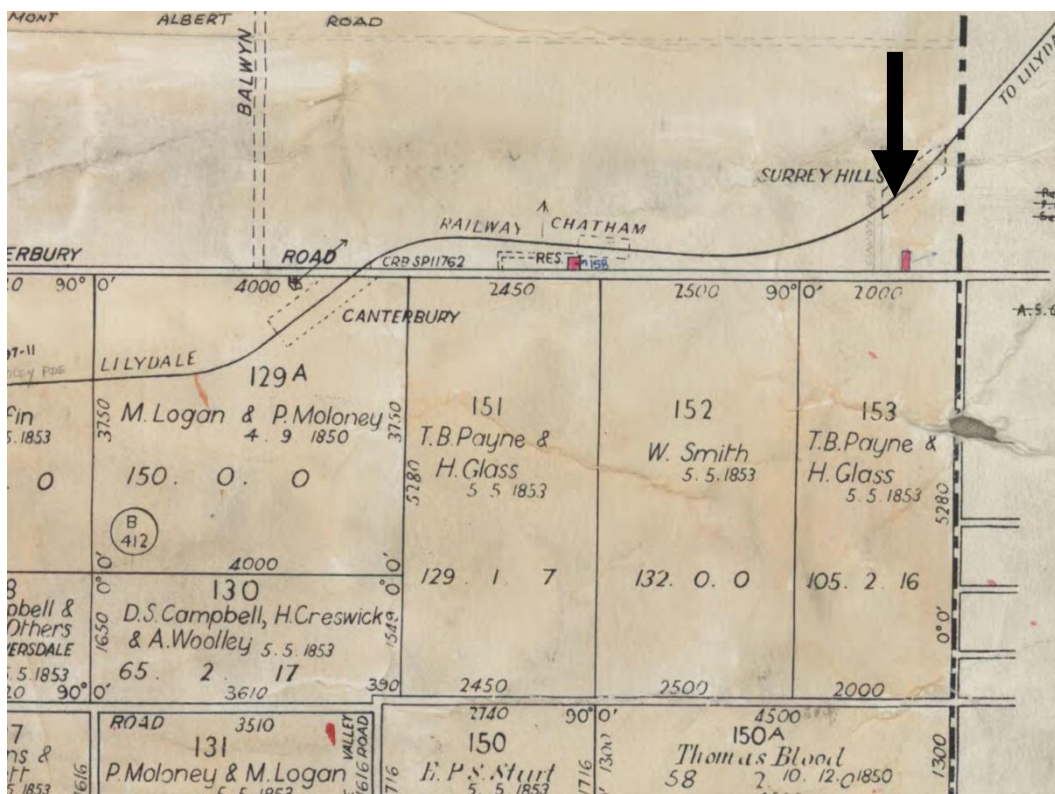


Figure 3 Detail of plan of Parish of Bororoondara, showing Crown Allotments 152 and 153, and Surrey Hills Railway Station (indicated).

Source: VPRS 16191, Public Record Office Victoria.

Soon after, Councillors floated a proposal for the beautification of the district, including planting of street trees.³ There was little progress until 1879, when the Shire purchased one hundred oaks, fifty elms and fifty 'assorted trees' for street planting.⁴ However, it was the construction of the railway through the eastern suburbs to Lilydale in 1882 which provided the catalyst for development of the suburb, with the name 'Surrey Hills' confirmed by the construction of the station. Engineers in charge of the trains were averse to stopping at the Surrey Hills platform because of difficulties with the gradient but on 1 September 1883, Surrey Hills Station was brought into regular service.⁵ The station was officially opened on 6 October 1883.

The undeveloped land near the railway was a boon for developers, and the hills, providing views of the surrounding district, were highly marketable.⁶ The 1880s saw a boom in real estate prices and land speculation, and the railway line to Surrey Hills heightened the appeal of the increasingly accessible district and spurred an increase in population. Developers and estate agents promoted a suburban lifestyle in the area that was embraced by both middle class and working class purchasers. Vast areas of former farmland in the area, and elsewhere in Melbourne's inner and middle east, were converted to new suburban estates. The pace of land sales is evidenced by the plethora of auction notices for estates in Surrey Hills in the mid-late 1880s. In 1882, a tower was erected for prospective buyers to view the area, which boasted 'the most magnificent views within eight miles of Melbourne'.⁷ In the broader suburb, street names which evoked English counties and places gave a sense of establishment to the newly developing area.



Figure 4 Surrey Hills Station in 1889.

Source: VPRS 12800/P1, H4365, Public Record Office Victoria.

The prosperity of the 1880s gave way to a bank and property collapse in the 1890s, prompting a severe economic depression throughout Victoria. Despite the rapid sale of residential estates that had marked the 1880s, by 1909 the majority of land at Surrey Hills still remained vacant. As a consequence, many of the home sites sold were to remain unimproved until after World War I, with development radiating out from the hub of the Surrey Hills railway station. Melbourne and Metropolitan Board of Works (MMBW) plans from 1909 show that a number of residential estates remain completely undeveloped or punctuated with isolated residential construction. Members of the community had also been advocating for the construction of a tram line, and in 1916 the electric tramway was extended along Whitehorse Road from Boundary Road (now Warrigal Road).⁸ The line was later extended to Elgar Road in 1925.⁹ The construction of the electric tramway was also beneficial to developers. The outlying areas of the suburb were now increasingly accessible and auctioneers promoted proximity to the tramline.¹⁰

The white collar character of Surrey Hills in the 1880s, with its genteel housing and large allotments, began to give way to a more densely populated residential suburb. Surrey Hills was also earmarked for the construction of homes for returning World War I soldiers. The relatively large proportion of vacant land remaining in the suburb meant it was readily available for the rapid development required by the War Services Board. In September 1919 the *Argus* reported that of the earliest war service homes constructed in the state, ten were to be built in Surrey Hills.¹¹ However, development slowed as the depression took hold near the end of the 1920s. Despite its seeming middle class security and the relative wealth of residents who mostly owned their own homes, the impact of the depression was still felt in Surrey Hills. By the early 1930s about 50,000 people lived in the municipality - and approximately one quarter of these was unemployed.¹²

During the 1930s, growth in Surrey Hills slowed in comparison to the previous decade, but the population of the wider municipality still grew to 69,000 by 1941.¹³ After World War 2, while post-

war migration had some impact on the predominantly Anglo-Celtic population base of Surrey Hills, in comparison to the rest of Boroondara, the suburb maintained a smaller proportion of people born overseas and from non-English speaking backgrounds.¹⁴

The rise in motor car ownership and use was the next phase to impact on Surrey Hills, and consolidated the area as a dormitory suburb for Melbourne workers. Car ownership had been steadily increasing since the 1920s, but it was not until the 1950s that the popularity of motor vehicles really took hold. The rise in the motor car also spurred on the construction of garages on properties, and service stations on main roads and commercial strips.

Union Road South Precinct

An early reference to Union Road appears on an auction notice for the sale of land in the Surrey Hills area in 1878, although this was land closer to Mont Albert Road, north of the subject precinct.¹⁵ After the railway line was extended to Lilydale and the Surrey Hills Station was constructed in 1882, Union Road was briefly known as Surrey Road,¹⁶ however within a few years it had reverted to its original name.

Land along Union Road between Canterbury and Riversdale roads was subdivided in a number of smaller estates in the 1880s, although many allotments were not developed or occupied until the first decades of the twentieth century. The Bismarck Estate was an unusually named, for Surrey Hills, estate subdivision, which used Germany rather than England to evoke a sense of respectability, in the Prussian president Otto von Bismarck. The streets in this small estate were Varzin Avenue (just south of the precinct boundary), Friedrichsruhe Street and Bismarck Street. Not surprisingly, after World War I, the latter two streets were renamed to the less contentious Warwick Avenue and Warwick Court.¹⁷ Advertising for the sale of the 62 allotments stated that 'Bismarck [is] the most conspicuous and prominent name in modern times [and] has been deemed fitting to designate the grand estate'.¹⁸ Perhaps due to public sentiment in the early twentieth century, the Bismarck Estate remained virtually undeveloped along Varzin Avenue in the 1920s, although Warwick Avenue was occupied by six small residences.¹⁹

There were a number of residences constructed by the early part of the twentieth century in the precinct which are extant. 'Deansholme', 12 The Avenue (Figure 15), was owned by William Garside, a judge. Following Garside's death in 1927, which was preceded by the death of his wife in 1911, the weatherboard residence was sold as part of an executor's sale. It was described as an 'attractive jarrah villa' of nine rooms, with bathrooms, laundry and workshop on spacious grounds.²⁰

Bona Vista Avenue was named for 'Bona Vista' at 10 Bona Vista Avenue, a single storey weatherboard residence, built for the Jefferies family in 1883.²¹ The family was in residence by 1889, and were active members of the Surrey Hills community, with Mrs Jefferies working as a local midwife and hosting meetings of the Women's Christian Temperance Movement at the house.²² The MMBW detail plan 2226 (Figure 6) shows the property also incorporated a tennis court, on which they hosted a local tennis club.

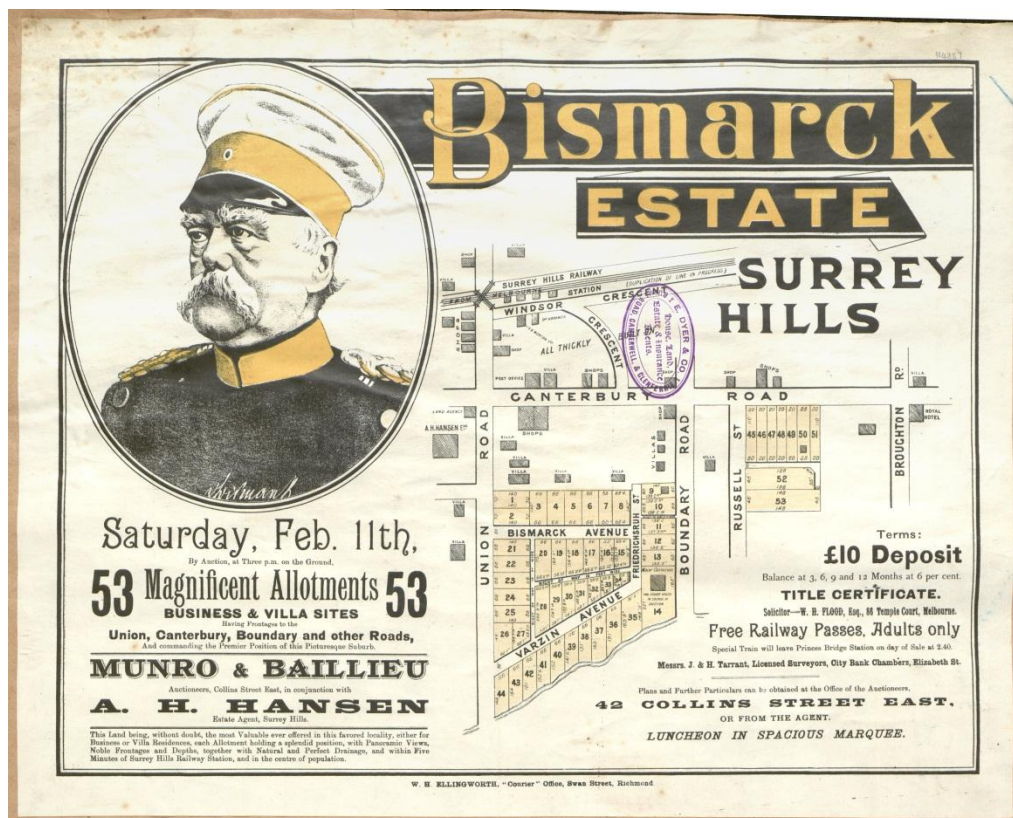


Figure 5 Auction plan for Bismarck Estate, 1888. Bismarck Avenue is now Warwick Avenue. Source: State Library of Victoria.

The Avenue was originally known as Surrey Avenue and Surrey Hills Avenue, and changed to its present name between 1915 and 1919.²³ A Christian Chapel was an early building on this street, in existence by 1901.²⁴ 'Kinnoul', at 11 The Avenue (which has an individual Heritage Overlay control, HO403) was constructed in c.1903 and was occupied by Thomas Hogg and his family.²⁵ Hogg was president of the Surrey Hills Progress Association and resided at the house until his death aged 96 in 1953.²⁶ Hogg was part of the committee that developed the nearby Surrey Gardens in the early twentieth century. The first building constructed on the west side of the street was the weatherboard residence at No. 4 built in c. 1903, and first occupied by Alexander Murdoch.²⁷ The two-storey attic bungalow at 14 The Avenue was constructed in c. 1915-1920, and early occupant Ellen Stevenson resided at the property for least twenty years.²⁸

Encouraged by the extension of the tramline along Riversdale Road, reaching Wattle Park in 1916, development also began to spread north of Riversdale Road and west of Warrigal Road. By the mid-1920s, Union Road and the surrounding smaller streets were relatively developed, particularly in the north of the subject precinct towards Canterbury Road. Union Road itself was a mix of larger nineteenth century residences – again mostly in the north of the precinct area – and smaller twentieth century houses, of brick and timber construction. A fine two-storey attic bungalows at 64 Union Road was constructed c1914 for a Percy Leach. This was followed by a row of large California Bungalows at 66-74 Union Road constructed between 1921 and 1926. By 1930, most of the allotments along Union Road were occupied.²⁹ The two-storey block of flats originally known as *Vista House*, was constructed between 1935 and 1940 at 91 Union Road.³⁰

The 1945 aerial photograph (Figure 8) shows Union Road, and the surrounding streets to be virtually all occupied by the mid-twentieth century, with the exception of allotments in the Graham

Street and Varzin Avenue areas, which are outside the precinct and remained largely undeveloped until the 1950s and later.³¹

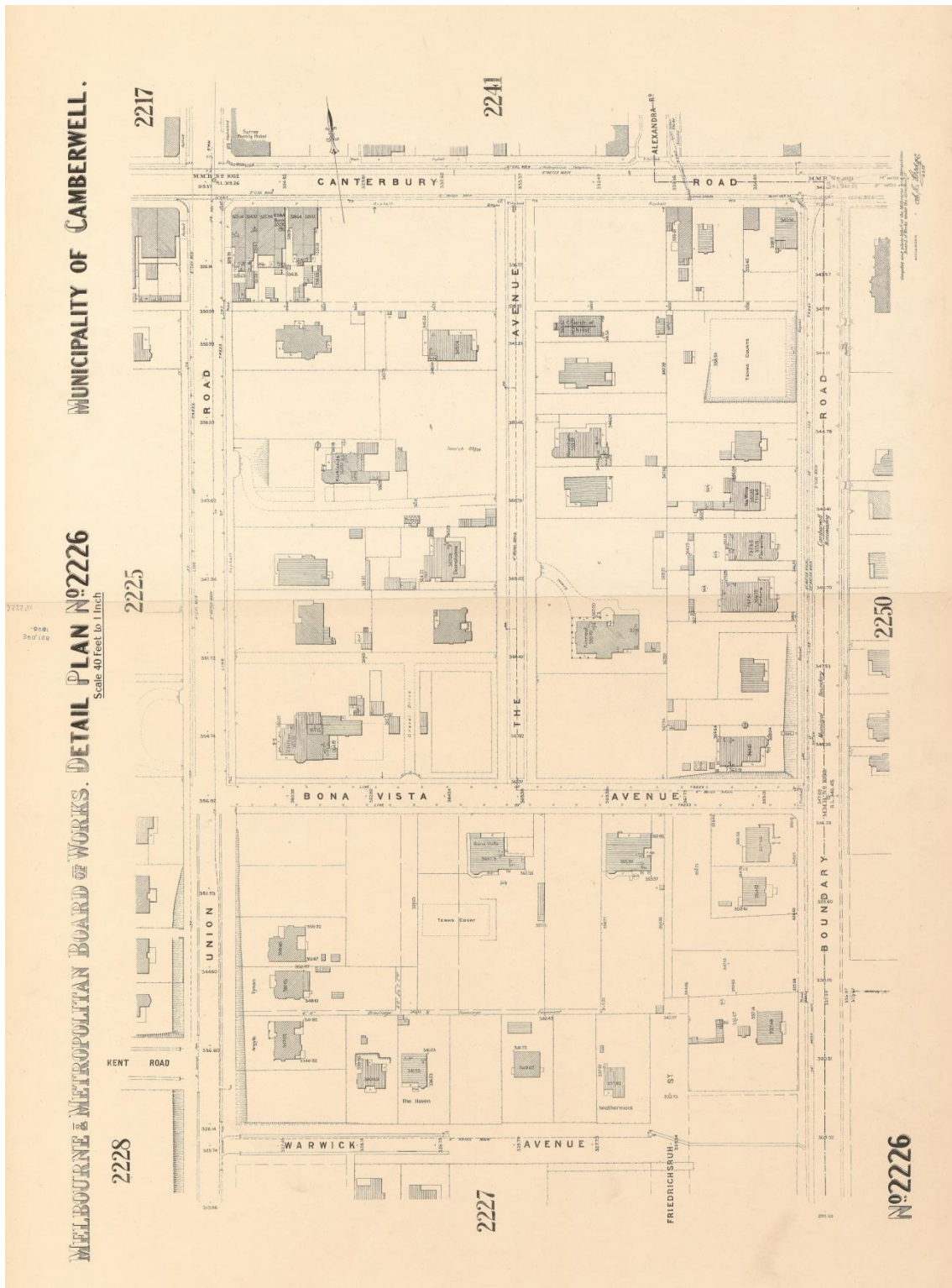


Figure 6 MMBW detail plan 2226, 1925, showing development on Union Road, Warwick Avenue, Bona Vista Avenue, Boundary (now Warrigal) Road and The Avenue. North is at top
Source: State Library of Victoria.

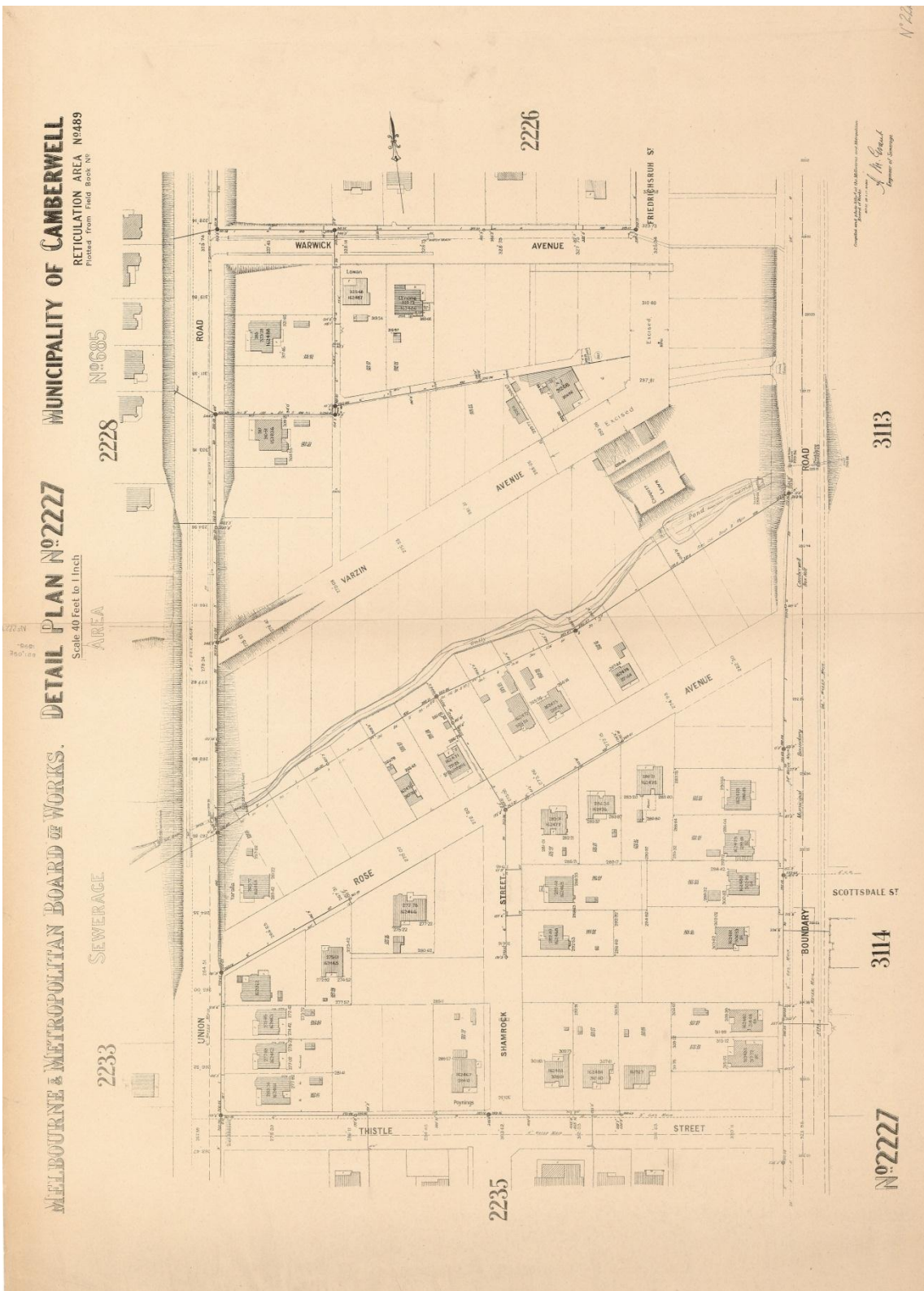


Figure 7 MMBW detail plan 2227, c. 1925, showing development in the precinct, north of Varzin Avenue. North is at top.
Source: State Library of Victoria.



Figure 8 1945 aerial photograph of this general area of Surrey Hills. Riversdale Road is at bottom and Canterbury Road is at top. The precinct is located in the northern half of this area. Source: University of Melbourne Library.



Figure 9 View of Union Road (east side) looking north from no. 83.



Figure 10 View of Union Road looking north from the intersection with Warwick Street.



Figure 11 View of Union Road looking north from the intersection of Varzin Avenue.



Figure 12 'Vista House', at 91 Union Road ('significant'). A rendered brick interwar duplex.



Figure 13 No. 83 Union Road ('significant'). A large red brick late Federation style residence with unusual details such as the jerkin headed gable and suspended curtain of shingles partly hooding a pair of fan lighted windows.



Figure 14 No. 4 The Avenue ('contributory'). A late Victorian villa with return verandah.



Figure 15 'Deansholme' at 12 The Avenue ('contributory'). A large Federation villa set on a generous block. The photo shows its condition prior to the addition of a new dormer window and garage in 2014.



Figure 16 No.14 The Avenue ('significant'). A large bungalow house featuring a curved corner bay and large recessed upper balcony.



Figure 17 64 Union Road. A large timber attic bungalow with an enclosed upper balcony and mature Canary Island Palm.

Description

Precinct boundary

The Union Road South Residential Precinct comprises two main precinct areas located in Surrey Hills, between Canterbury Road to the north and Varzin Avenue to the south, and Union Road to the west and The Avenue to the east. Properties included in the precinct are concentrated along and to the east side of Union Road in the northern section of the precinct.

The precinct has a high proportion of heritage properties of 'contributory' value, with some also being 'significant' (see 'Gradings' definitions below, and attached Schedule of Properties). The 'significant' properties are concentrated in the northern section of the precinct. There are also some 'non-contributory' properties within the precinct, the retention of which largely depends on their location in the precinct.

There are in addition two properties within the precinct boundary with existing individual Heritage Overlays. These are identified as such in the precinct map and the Schedule of properties.

Overview

The Union Road South Residential Precinct comprises Union Road and some streets that extend to the east. These include Bona Vista Avenue, The Avenue and Warwick Avenue.

Streets in the precinct are generally rectilinear, have pedestrian pathways and established trees to the nature strips. At the north end, nearing the intersection with Canterbury Road, Union Road and The Avenue have established deciduous trees. This is characteristic of streets in the wider

Surrey Hills areas. Tree plantings tend to be later and smaller in size further south along Union Road.

In terms of the topography, the overall precinct slopes down to the south. Union Road is generally level between Canterbury Road and Bona Vista Avenue where it then falls to the south in a significant slope. Surrounding streets to the east of Union Road reflect this north-south sloping topography.

In the precinct area, there are a large number of dwellings constructed of timber, a building material less common in other parts of Boroondara, but more characteristic of Surrey Hills. There are also brick buildings in the precinct.

Surrey Hills is characterised by two main periods of residential development, albeit with intervening bursts of building activity; these development periods are reflected in the subject precinct. There are the late Victorian and Federation periods of development, following the initial land sales of the 1880s which resulted in houses being built from the 1880s (a limited number) into the 1890s to 1910s; then the second major phase of development following World War One with houses in the precinct dating from the 1920s through to c.1940 (and effectively the early years of World War Two, prior to the 1942 ban on non-essential construction). Again, houses constructed in the precinct in these periods were executed in both timber and brick. They range from large brick and block-fronted timber houses, constructed on generous allotments in the earlier period, to more modest timber bungalows, constructed in the interwar period.

The north end of the precinct, particularly 83-93 Union Road and The Avenue, is characterised by larger scaled houses on generous allotments. These larger dwellings also reflect a pattern which is common in Boroondara, of establishing substantial properties on main or principal roads. Properties with existing individual Heritage Overlays are also found in this area. Properties tend to be progressively later in their construction dates the further south Union Road extends from Canterbury Road. In the higher areas of Union Road, houses are also often elevated off the ground, which enhances their presentation and prominence. This is particularly the case of the row of large bungalows at 64-74 Union Road.

Established gardens are a feature of the precinct area and many of the properties, particularly 'significant' graded properties, have specimen trees in their front gardens. A number from the interwar period retain hard landscaping features such as rubble retaining walls, as seen at 65, 66 and 68 Union Road. Fences within the precinct range in type and height. In many cases, original fences have been replaced, with timber pickets and brick walling. The interwar semi-detached brick villas generally retain their original brick dwarf walls.

Gradings

Regarding the property gradings, the majority of properties in the Union Road South Residential Precinct are of 'contributory' heritage value, with a number also of 'significant' value (see the Schedule of Properties which accompanies this citation).

Properties of 'significant' heritage value are defined in Boroondara's Clause 22.05 'Heritage Policy' as:

'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. 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.

The 'significant' buildings within this precinct are generally individually important in the precinct context, due to exhibiting particular architectural merit or unusual or distinguishing characteristics. They are also typically highly intact, with few visible external changes (as seen from the principal streetscape). Most 'significant' buildings within this precinct are also large properties and/or prominently sited, including those at the north end of Union Road opposite Surrey Gardens. Images of all the 'significant' buildings are included in this citation.

Properties of 'contributory' heritage value are defined as:

'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.

In this precinct, the 'contributory' value of the properties generally derives from the 'contribution' they make to the overall heritage character of the precinct. This generally includes retaining the fabric, form, detailing and largely original external appearance (as visible from the principal streetscape) of buildings constructed in the major development phases of the precinct. This includes the late Victorian and Federation style dwellings of the late 1880s-1890s through to the 1910s; and the interwar dwellings of the 1920s through to c.1940 (and the early years of World War Two). For 'contributory' buildings, some additions may also be visible including potentially large two-storey additions to the rears (or rear halves) of dwellings; minor changes to the principal facades of these dwellings may also be evident.

'Non-contributory' buildings in the precinct include more recent infill development. They also include dwellings from the major development phases that have undergone substantial alterations, including prominent or jarring additions and alterations which dominate the original front portions of dwellings, or otherwise significantly impact on the historical presentation and appreciation of the original form of the dwellings. Again, as per Clause 22.05, these are defined as:

'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.

Architectural & comparative analysis

[In the following description, all properties referred to are 'contributory' unless otherwise indicated.]

Victorian houses in the precinct are generally in the Italianate manner without overt classical order use; they have L-shaped plans, cast iron verandah friezes, eaves with small scroll-form timber brackets, either regularly spaced or in pairs, a verandah roof separate from the main roof body, hipped slate-clad roofs rather than gabling, corniced chimneys with stucco covering, stucco over brick walls, timber ashlar fronts on weatherboard examples, and simple double-hung sliding window sashes. The houses at 4 The Avenue and 10 Bona Vista Avenue have virtually all these characteristics. Victorian Italianate houses of this type are not as pronounced on this side of the railway line as in the northern Surrey Hills areas, but can be compared generally with similar houses in Norfolk Road. There are also no Victorian polychrome brick houses in this precinct, although they are found in other areas of Surrey Hills.

Federation architecture is represented in the precinct in houses at the north end of Union Road and in The Avenue. In Victoria and the eastern states of Australia, the style is generally marked by a dominant main roof, often with an integral verandah roof, a diagonal composition around a return verandah and an accentuated corner bay or tower, bracketed by two or more wings projecting at right angles. Walls, if brick are in exposed face brick; timber usage is either directly expressed weatherboard or lapped shingles. Windows are in tall, often hinged casements, often with fanlights in white or cream-painted timber frames. Specifically, the style is represented in Union Road by no. 83 ('significant', Figure 13) and in The Avenue by nos 7 and 12 (Figure 15). Nos 4 and 12 The Avenue are timber and continue the rounded corner bays with return verandahs seen elsewhere in Surrey Hills. No. 83 Union Road is the most exciting of the group in its bold and innovative combination of Federation components. The jerkin headed gable and suspended curtain of shingles partly hooding two box-frames of triple fan lighted windows, is inventive and unusual within Federation design; while its more box-like massing looks forward to Bungalow architecture of the 1920s.

Bungalow architecture in Australia was influenced by American houses of California, upstate New York and elsewhere, often dubbed 'Californian' or 'Craftsman' bungalows after Gustav Stickley's magazine of the same name.³² Australian examples were in large part a simplified variant of earlier Federation architecture, single storeyed rather than double storeyed as in the Pasadena prototypes, designed for servant-less living and reduced building resources after World War I. Chimneys were usually reduced to one or two, and a square footprint with a corner could be hollowed out on the plans for a porch-verandah. Some bungalows had side entries set well back on the site, as with 85 Union Road. Horizontal proportions were emphasised: 65 and 70 Union Road have two gables, one superimposed over the other on the front elevation; and 55, 66-74 and 93 Union Road are in exposed red face brick.

One red brick example at 14 The Avenue ('significant', Figure 16) is a 'Haddon and Henderson' type as seen in the *Real Property Annual* of 1919, with a curved corner bay balanced by a square bay further across the facade in a large, simple gable front with a large recessed upper balcony. The verandah columns are of rounded face brick, common in the period 1910-20, as are the verandah balustrade and front/side fences, each finished with hit-and-miss brick work. Its tall chimneys suggest influence from British free style architecture of c.1900. It is comparable to a timber version of this style at 64 Union Road which has scalloped weatherboards to the large expanse of its front gable surrounding the unusual projecting balcony at its centre. Unfortunately its chimneys have been removed.

Bungalows in the precinct often have rich gable textures, either of shingled sheets supported by exposed studs, mixed with half timber (65 Union Road). The c1926 brick bungalow at 66 Union Road has a 'folded' hood of timber shingles above its front bay window.

Later interwar houses centre on a Tudor and a progressively simplified Tudor form in clinker brick tending toward the forms of early post-war architecture, with corbelled brick gables and extensive use of clinker and tapestry brick, and cement render, mostly overpainted. This is demonstrated in 75 Union Road, with a steep gable that extends halfway down front door height. It compares with other picturesque 'gingerbread' style houses in Boroondara. Most examples of the style in this precinct are, however, compact 1930s houses in clinker brick with corbelled brick gable fronts, boxed eaves, white painted timber window frames with sliding sashes, steeper roof pitches than seen with the Bungalows, tall, slender chimneys with no pots, and usually no verandahs. These include 8, 16 and 18 The Avenue, and 53, 61-61, 77, 79 and 81 Union Road. No 79 Union Road is a more modern, unornamented design. Nos 53 and 91 Union Road ('significant', Figure 12) also

have extensive cement render sometimes with a resumption of clinker brick at the gable apex and using the render to replace the shingled aprons used on 1920s gables. In most of these houses tapestry brick is used to outline and accentuate detail, as with course lines, vents, architraves and arches. In a general sense, the collection of houses in this precinct compares with counterparts in other areas of Surrey Hills, including Union Road North.

Assessment Against Criteria

(The following criteria are recommended to be used in the VPP Practice Note 'Applying the Heritage Overlay', September 2012.)

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

Union Road South Residential Precinct is of historical significance as a long-standing residential area in Union Road, Surrey Hills, which demonstrates aspects of the growth and consolidation of Surrey Hills from the latter decades of the nineteenth century through to the later interwar period. Development generally commenced in the 1880s after extension of the railway line to Lilydale and the construction of the railway station in 1882. However, as with other areas of Surrey Hills, the 1890s economic Depression stymied development, which then picked up again after the extension of the Riversdale Road tramway through to Wattle Park in 1916 and the cessation of World War I, with development intensifying and consolidating in the interwar period. Land in the precinct was promoted in early estate subdivisions as being especially 'picturesque', a result of the topography of the precinct, and the elevated siting of the east side of Union Road in particular. In the higher areas of Union Road, the houses are often elevated off the ground, which enhances their presentation and prominence. The precinct is also notable for a concentration of larger scaled houses on generous allotments in the north end of the precinct, which in turn reflect a pattern which is common in Boroondara, of establishing substantial properties on main or principal roads.

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

N/A

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

N/A

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

N/A

Criterion E - Importance in exhibiting particular aesthetic characteristics.

Union Road South Residential Precinct is of aesthetic/architectural significance. The precinct, in several main precinct areas, comprises 'significant' and 'contributory' dwellings from the 1880s through to early 1940s, and has a comparatively high level of intactness. Victorian houses are generally in the Italianate manner with L-shaped plans; iron verandah friezes; verandah roofs separated from the main hipped and slate-clad roofs; corniced chimneys and some timber ashlar fronts on weatherboard examples. Federation architecture is represented in houses at the north end of Union Road and in The Avenue, and displays some typical characteristics of the genre including a dominant main roof often with an integral verandah roof; diagonal planning; return

verandahs; and an accentuated corner bay or tower bracketed by two or more wings projecting at right angles. No. 83 Union Road is a particularly bold example of Federation architecture, with innovative design components. More numerous in the precinct are Bungalow designs and later interwar housing, which also display typical characteristics such as horizontal proportions; square plans with a corner 'cut outs' to provide for a porch-verandah; side entries set well back on the site; and main transverse gable roofs, sometimes with a gabled wing to the front. Later interwar houses in the precinct have simplified Tudor elements in clinker and tapestry brick, with some cement render; brick gable fronts with boxed eaves; steeper roof pitches than seen with the Bungalows; slender chimneys with no pots and often without verandahs.

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

Significant properties within the Union Road South Residential Precinct

14 The Avenue (c.1915)

14 The Avenue is significant as a large two-storey attic bungalow with distinctive architectural features. Most notably, these include a curved corner bay and large recessed upper balcony with timber shingles. The curved corner bay is balanced by an additional square bay further across the facade with a large gable front. Other features of note include the tall chimneys, leadlight windows and brick verandah columns.

83 Union Road (c.1920)

83 Union Road is significant as a substantial and particularly bold example of late Federation architecture with innovative design components. Distinctive features include the jerkin headed gable and suspended curtain of shingles which partly hoods a pair of box-frames of triple fan lighted windows. These details represent an innovative and unusual application of Federation design while its more box-like massing looks forward to Bungalow architecture of the 1920s. The presentation of the house is further enhanced by the generously scaled allotment and the prominent position on an elevated section of Union Road.

91a-c Union Road (c.1935)

'Vista House' at 91a-c Union Road is significant as a later interwar duplex with fine Tudor style detailing. In contrast to other clinker brick buildings in the precinct, 91a-c Union Road is distinguished by the use of clinker brick to highlight features on its otherwise rendered facade. There is a clinker brick apron to the ground floor and a band above the windows and around doorways. It is distinctive as a duplex building constructed in the context of surrounding houses of a similar date and for its prominent siting, on an elevated section of Union Road.

Statement of Significance

What is Significant

Union Road South Residential Precinct, Surrey Hills, is located between Canterbury Road to the north and Riversdale Road to the south, Union Road to the west and The Avenue to the east. The precinct, in two main areas, comprises 'significant' and 'contributory' dwellings from the 1880s through to early 1940s, and has a comparatively high level of intactness. Properties included in the precinct are concentrated along and to the east side of Union Road in the northern section of the precinct. In terms of the topography, the precinct slopes down from the north to the south with, as a general pattern, larger and older houses at the north end and smaller and more modern dwellings further south. In the higher areas of Union Road, houses are also often elevated off the ground, which enhances their presentation and prominence. A large number of dwellings are of timber, a building material which is characteristic of Surrey Hills; there are also brick buildings in the precinct. In terms of the eras and styles of development, there are two main periods albeit with intervening bursts of building activity. They are the late Victorian and Federation periods of development, following the initial land sales of the 1880s which resulted in houses being built from the 1880s (a limited number) into the 1890s to 1910s; then the second major phase of development following World War One with houses in the precinct dating from the 1920s through to c.1940 (and effectively the early years of World War Two, prior to the 1942 ban on non-essential construction).

How is it Significant

The Union Road South Residential Precinct is of historical and aesthetic/architectural significance to the City of Boroondara.

Why is it Significant

The Union Road South Residential Precinct is of historical significance, as a long-standing residential area in Union Road, Surrey Hills, which demonstrates aspects of the growth and consolidation of Surrey Hills from the latter decades of the nineteenth century through to the later interwar period. Development generally commenced in the 1880s after extension of the railway line to Lilydale and the construction of the railway station in 1882. However, as with other areas of Surrey Hills, the 1890s economic Depression stymied development, which then picked up again after the extension of the Riversdale Road tramway through to Wattle Park in 1916 and the cessation of World War I, with development intensifying and consolidating in the interwar period. Land in the precinct was promoted in early estate subdivisions as being especially 'picturesque', a result of the topography of the precinct, and the elevated siting of the east side of Union Road in particular. The precinct is also notable for a concentration of larger scaled houses on generous allotments in the northern section, which in turn reflects a pattern which is common in Boroondara, of establishing substantial properties on main or principal roads.

Union Road South Residential Precinct is also of aesthetic/architectural significance. Victorian houses are generally in the Italianate manner with L-shaped plans; iron verandah friezes; verandah roofs separated from the main hipped and slate-clad roofs; corniced chimneys; and some timber ashlar fronts on weatherboard examples. Federation architecture is represented in houses at the north end of Union Road and in The Avenue, and displays some typical characteristics of the genre including a dominant main roof often with an integral verandah roof; diagonal planning; return verandahs; and an accentuated corner bay or tower bracketed by two or more wings projecting at right angles. More numerous in the precinct are Bungalow designs and later interwar

housing, which also display typical characteristics such as horizontal proportions; square plans with a corner 'cut outs' to provide for a porch-verandah; side entries set well back on the site; and main transverse gable roofs, sometimes with a gabled wing to the front. Later interwar houses in the precinct have simplified Tudor elements in clinker and tapestry brick, with some cement render; brick gable fronts with boxed eaves; steeper roof pitches than seen with the Bungalows; slender chimneys with no pots and often without verandahs.

Recommendations

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

External paint controls	No
Internal alteration 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

Lovell Chen, Surrey Hills and Canterbury Hill Estate Heritage Study, 2011.

Revised by

Context Pty Ltd, 2014.

References

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- 15 'Plan of Land at Surrey Hills', State Library of Victoria.
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Union Road South Residential Precinct: Schedule of Properties

Name	No.	Street	Suburb	Precinct Grading	Date
	1	Bona Vista Avenue	Surrey Hills	Non-contributory	1990s
	1-2/2	Bona Vista Avenue	Surrey Hills	Contributory	1937
	6-8	Bona Vista Avenue	Surrey Hills	Contributory	c.1930s
Bona Vista	10	Bona Vista Avenue	Surrey Hills	Contributory	1880s
	4	The Avenue	Surrey Hills	Contributory	1903
	6	The Avenue	Surrey Hills	Contributory	c.1930s
	7	The Avenue	Surrey Hills	Contributory	c.1915
	8	The Avenue	Surrey Hills	Contributory	c.1935
	9	The Avenue	Surrey Hills	Non-contributory	2014
	10	The Avenue	Surrey Hills	Non-contributory	c.1935
D'holme	12	The Avenue	Surrey Hills	Contributory	c.1915
	14	The Avenue	Surrey Hills	Significant	c.1915
	16	The Avenue	Surrey Hills	Contributory	c.1940
	18	The Avenue	Surrey Hills	Contributory	c.1940
	20	The Avenue	Surrey Hills	Non-contributory	1951
	53	Union Road	Surrey Hills	Contributory	c.1930s
	55	Union Road	Surrey Hills	Contributory	c.1925
	57	Union Road	Surrey Hills	Non-contributory	c.1960s
	59	Union Road	Surrey Hills	Non-contributory	c.1925
	61	Union Road	Surrey Hills	Contributory	1940s
	64	Union Road	Surrey Hills	Contributory	c.1914
	65	Union Road	Surrey Hills	Contributory	c.1930
	66	Union Road	Surrey Hills	Contributory	c.1926
	68	Union Road	Surrey Hills	Contributory	c.1922
	70	Union Road	Surrey Hills	Contributory	c.1923
	72	Union Road	Surrey Hills	Contributory	c.1922
	74	Union Road	Surrey Hills	Contributory	c.1921
	75	Union Road	Surrey Hills	Contributory	c.1930s
	77	Union Road	Surrey Hills	Contributory	c.1935
	79	Union Road	Surrey Hills	Contributory	c.1935
Maida Vale	81	Union Road	Surrey Hills	Contributory	c.1935

Name	No.	Street	Suburb	Precinct Grading	Date
	83	Union Road	Surrey Hills	Significant	c.1920
	85	Union Road	Surrey Hills	Contributory	c.1920
Vista House	91a-c	Union Road	Surrey Hills	Significant	c.1935
	93	Union Road	Surrey Hills	Contributory	c.1920s
	1	Warwick Avenue	Surrey Hills	Contributory	1932
	2a	Warwick Avenue	Surrey Hills	Contributory	c.1935
	2	Warwick Avenue	Surrey Hills	Contributory	c.1908
	4	Warwick Avenue	Surrey Hills	Contributory	c.1908