

# **HAWTHORN HERITAGE STUDY**

## **VOLUME 1A MAIN REPORT**

**APRIL 1993**

The Hawthorn Heritage Study was one of the three Special Strategy Plan Projects started during 1991. The Heritage Study was prepared by a team led by Meredith Gould, Conservation Architect, with substantial input from the Townscape and Heritage Topic Group as part of the Hawthorn Strategy Plan process. Some sections of the study were completed in draft form as early as late 1991; other sections have only reached completion now.

This Study is the first ever comprehensive assessment of Hawthorn's urban and landscape heritage. Every building in Hawthorn has been assessed for its heritage value. Significant trees, parks, landscapes and roadways have also been evaluated and recorded.

The heritage areas proposed in the Study were endorsed by Hawthorn Council for the purpose of public consultation on 10 December 1991. Comments were sought by means of a map and explanatory material in a Strategy Plan booklet letterboxed throughout Hawthorn in March 1991.

On 25 August 1992, Council resolved that a proposed Planning Scheme Amendment be drafted to include:

- . Heritage protection for areas
- . Protection of individual buildings of stand alone and contributory significance outside heritage areas.
- . Voluntary registration of other individual places outside heritage areas, for the purpose of heritage protection.
- . A degree of heritage control substantially reduced compared to normal Urban Conservation Areas.

Council on 20 April 1993 resolved to publish the completed study; to notify property owners of buildings recommended for inclusion on the Historic Buildings Register, the National Estate Register and the Significant Tree Register; and to refer for further officer investigation the recommendations on significant street trees, kerbs/gutters/footpaths/roadways, laneways, drains and creeks, Yarra River/Gardiners Creek, parks/reserves, and the establishment of an internal monitoring system.

Any comments on the Study should be addressed to the City of Hawthorn's Manager Planning and Environment.

HAWTHORN HERITAGE STUDY

HAWTHORN - MELBOURNE'S INNER CITY GARDEN SUBURB

November 1992

for the

HAWTHORN CITY COUNCIL



"The Hawthorns" between 1862 and 1873, Paterson, Hawthorn City Library

Prepared by

Meredith Gould

Architect, Conservation Architect,  
Landscape Consultant.

69 Silverdale Road, Eaglemont. 3084.  
phone 499 3518 Fax 499 3825

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Cato Park	Tooronga Road Hawthorn East	D
Central Gardens	Henry Street Hawthorn	C

Creswick Street Gardens	Creswick Street Hawthorn	A
Fairview Park	Fairview Street Hawthorn	B
Fashoda Street Reserve	Fashoda Street Hawthorn	C
Glan Avon Road Extension Reserve	Glan Avon Road Hawthorn	D
Glenferrie Sports Ground	Linda Crescent Hawthorn	D
Grace Park	Hilda Crescent Hawthorn	C
Hawthorn Tea Gardens (Leonda)	Wallen Road Hawthorn	D
Mason Street	Mason Street Hawthorn	D
Morang Road Reserve	Morang Road Hawthorn	C
Rathmines Road Reserve	Rathmines Road Hawthorn	C
Smart Street Reserve	Smart Street Hawthorn West	D
H.A. Smith Reserve	Glenferrie Road Hawthorn South	D
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## APPENDIX E

Maps illustrating changes in Hawthorn over its period of development. In particular: subdivision, transport, roads, and crown allotments. Prepared by Gwen McWilliam.

## STRUCTURE OF REPORT

### VOLUME 1A

Chapters 1-6

Schedules	A	List of significant places (in Appendix B)
	B	Places recommended for Historic Buildings Register
	C	Places recommended for the National Estate Register
	D	List of significant trees
	E	List of significant kerbs/gutters/roadways
	F	List of significant gardens/reserves

### VOLUME 1B

Appendices	A	ICOMOS Burra Charter
	B	Schedule A - List of significant places
	C	Map B - Graded buildings, existing and recommended areas for heritage protection measures, streetscape and laneway levels
	D	Public Reserve Place Identification forms
	E	Maps illustrating changes in Hawthorn over its period of development

### VOLUME 2

Place Identification Forms (PIF's)  
(available for inspection at the Town Planning Department)

### Acknowledgements

Special thanks are due to Gwen McWilliam for the valuable assistance given to Carlotta Kellaway in untangling many of the difficult to trace places, and for access to her considerable local knowledge. The Townscape and Heritage Topic Group Chaired by Hampton Beale has provided a valuable steering role throughout the course of the study. Michael Scott has been particularly helpful in formulating appropriate levels of control.

### Study Team

Meredith Gould  
Linda Cuthbertson  
Eve Almond  
Carlotta Kellaway  
Jan Stewart



## 1.0 INTRODUCTION AND BACKGROUND

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### 1.1 Background to the Study

The City of Hawthorn has been at the forefront of heritage planning in Victoria. The first gazetted Urban Conservation Zone in Melbourne was the St. James Park Estate. It predated the Urban Conservation Area zones instituted in 1983 as an L.P.O. Its status as an Urban Conservation Residential Zone No. 1 remains distinctive in its provisions. This pioneering zone required the Hawthorn Council planning officers to be the first in Melbourne to grapple with the extensive qualitative planning controls in the Planning Scheme. Community pressure at that time resulted in other selected areas being investigated for potential heritage planning controls. It was not until this year however, that new urban conservation areas outside St. James Park were gazetted. Grace Park and the Rathmines Road/Harcourt Street areas are now subject to Urban Conservation controls but these three areas together are only the minor portion of the places of cultural significance in Hawthorn.

Although there have been several studies done in Hawthorn there has never been a study which evaluated the whole Municipality. The areas which had been investigated did not use common assessment criteria or have a uniform level of research. To respond to these inconsistencies this overall heritage study has been commissioned and makes uniform recommendations for heritage protection measures for areas of significance and for individual places. The study has re-assessed the whole of the Municipality to a uniform standard.

Where it has been possible to use research from previous studies this has been incorporated and credited. A list of the previous studies is given in 1.2 and map A indicates previously investigated areas.

### 1.2 Previous Studies

The following studies have surveyed selected small areas in Hawthorn.

Loder and Bayly, *Hawthorn Conservation Study, Hawthorn Grove Area, 1978; Elgin Street Area, 1978; St. James Park Area, 1976; Harcourt Street Area, 1978.*

Butler, G. *Hawthorn Commercial Area Conservation Study, 1983.*

Loder & Bayly and Dr. Miles Lewis, *St. James Park Urban Conservation - Residential Zone No. 1, Development Control Guidelines, April 1983.*

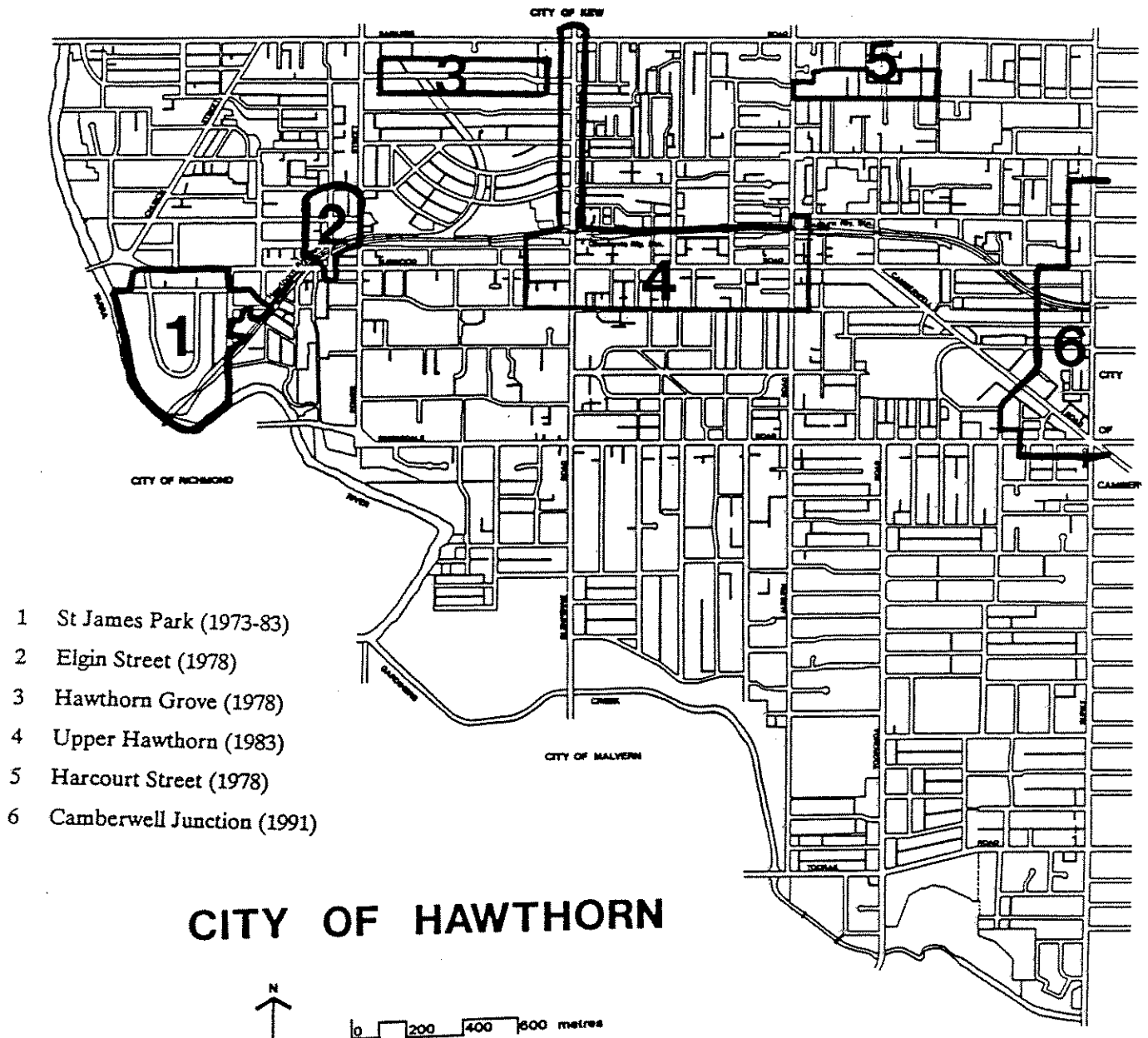
Elphinstone R., *Camberwell Junction Structure Plan, Heritage Study, November, 1990.*

King, Pike, Seddon, *A Middle-Ring Suburb: a study of the urban fabric of Hawthorn, 1979.*

City of Hawthorn, *Development and Design Guidelines. n.d.*

Wilson, Sayer, Core Pty. Ltd., J Patrick and D. Bick., *City of Hawthorn Urban Character Study, 1985.*

CONSERVATION STUDIES



Map A. Areas previously investigated for heritage components.

In 1985 the City commissioned Wilson, Sayer, Core to prepare development and design guidelines for Hawthorn. This is the last document listed above. It addresses heritage issues in an overview, but is essentially an urban character study. This work has not been repeated in the Hawthorn Heritage Study.

### 1.3 Study Area, Scope of Work and Survey Procedure

The Study area is the whole of the Municipality of Hawthorn including parks, reserves and gardens, public streets, lanes, and railways. The recently surveyed Camberwell Junction Area<sup>1</sup> has not been resurveyed.

The Scope of Work encompassed an extensive new, property by property survey, for the whole municipality; an environmental history; research and analysis of places of cultural significance; and recommendations for identified places.

The exhaustive site survey has been undertaken from publicly accessible points. Private and public buildings and private gardens have all been surveyed from external street level inspection. There have been no internal inspections. High fences and thick vegetation have sometimes made inspection very difficult. Where a proper evaluation has not been possible, this has been recorded in Schedule A as CBF (concealed by fence) or CBG (concealed by Garden). The evaluation which has been made has not been down graded because properties are presently concealed.

Public gardens have been inspected from within the site. Railway properties have been viewed from the various access points possible at stations and at junctions with roads and parks. The railway reservation has not been surveyed from within Railway land. Access to the Yarra river banks is restricted by private ownership along a considerable length of its extent in Hawthorn. To ameliorate the problem of access here, the long distance view afforded from the opposite bank has been used in conjunction with the public access points on the Hawthorn side of the river.

Places determined to be of cultural significance have been given a grading and those graded A or B further researched. Ideally C\* and C graded buildings would also be researched but the Study budget has not allowed this. Streetscape levels have been allocated to all streets and appropriate areas have been recommended for heritage protection measures. Significant gardens, trees, street trees and roadworks (e.g. kerbs and gutters) have also been identified. The results of the survey and research have been recorded on the Place Identification Forms which make up Volume 2 of this report.

To place the identified items into context and to assist with the determination of what is culturally significant, the preparation of an environmental history of the Municipality was the first task of the Study. This identifies the major themes which have shaped the development of Hawthorn. This history is found in Section 3 of this Volume.

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<sup>1</sup>. The recently assessed Camberwell Junction has not been re-surveyed. Gradings for this area in the Hawthorn Heritage Study, 1992, generally accord with those indicated in the 1991 Study by Rod Elphinstone. Any variations which do exist have been made to achieve greater consistency Municipality wide.

This Study recommends appropriate controls for the identified places of cultural significance in Section 5. Design Guidelines for Hawthorn were prepared by Wilson Sayer Core in 1985. This Study does not make new guidelines, but recommends the type of guidelines which will be appropriate to each separate Urban Conservation Area in Section 6 of this Volume.

The Study has involved consultation with the community through the Hawthorn Planning Department's Strategy Plan Programme in 1991 and 1992. The public were invited to comment on the direction of heritage planning in two letter box drops and at two public meetings in 1991. In February 1992 all residents received a booklet titled *Ten Challenges for Hawthorn's Future* in which the proposed Areas with heritage protection measures were illustrated and comments were sought on appropriate levels of control. Response to these proposals has been positive.

#### 1.4 ICOMOS Definitions

The general community often misunderstands the terminology used in heritage studies and heritage planning controls. The Australia ICOMOS Charter for the Conservation of Places of Cultural Significance (the Burra Charter) sets down definitions and guidelines which are accepted by Government and practitioners. The Charter is reproduced in Appendix A and the key words are noted below. These definitions have been applied in this Study.

##### "Article 1

- 1.2 *Cultural significance* means aesthetic, historic, scientific or social value for past, present or future generations.
- 1.3 *Fabric* means all the physical material of the *place*.
- 1.4 *Conservation* means all the processes of looking after a place so as to retain its *cultural significance*. It includes *maintenance* and may according to circumstance include *preservation*, *restoration*, *reconstruction* and *adaptation* and will be commonly a combination of more than one of these.
- 1.5 *Maintenance* means the continuous protective care of the *fabric*, contents and setting of a *place*, and is to be distinguished from repair. Repair involves *restoration* or *reconstruction* and it should be treated accordingly.
- 1.6 *Preservation* means maintaining the *fabric* of a *place* in its existing state and retarding deterioration.
- 1.7 *Restoration* means returning the existing *fabric* of a *place* to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- 1.8 *Reconstruction* means returning a *place* as nearly as possible to a known earlier state and is distinguished by the introduction of materials (new or old) into the *fabric*. This is not to be confused

with either re-creation or conjectural reconstruction which are outside the scope of this Charter.

- 1.9 *Adaptation* means modifying a *place* to suit proposed compatible uses."

#### 1.5 Existing Urban Conservation Areas and Heritage Controls

Places of cultural significance are only protected at present where they occur within an Urban Conservation area or are on the Historic Buildings Register. These are the two main forms of heritage protection. This leaves perhaps more than 90% of the culturally significant items in Hawthorn unprotected.

Three urban conservation areas are gazetted in Hawthorn. They are

St. James Park Estate Urban Conservation Residential Zone No. 1.  
Grace Park U.C.A.  
Rathmines Village U.C.A. (including Harcourt Street)

They are covered by controls set down in the Planning Scheme under clause 135.

The third method of protection available is by individual listing in the Planning Scheme. This is particularly useful outside Heritage Areas. It is not being used at present, although a schedule of places within 2 Urban Conservation Areas is included under Clause 135. Buildings outside existing Urban Conservation Areas, which are not on the Historic Buildings and/or the Government Buildings Registers, are not protected in any way at present.

#### 1.5a Other Reports

20 places are currently listed on the Historic Buildings Register and the Government Building Register. They are as followings:

##### Historic Buildings Register

Former E S & A Bank  
Cnr of Burke & Riversdale Rds, Camberwell.

Former Invergowrie Lodge  
8 Burwood Road, Hawthorn.

Former E S & A Bank (Manresa People's Corner)  
343 Burwood Road, Hawthorn.

Grace Park House  
19 Chrystobel Cres. Hawthorn.

The former Bridge Hotel  
155 Church Street, Hawthorn.

Invergowrie  
21 Coppin Gve, Hawthorn.

The Hawthorns  
5 Creswick Street, Hawthorn.

Alloarmo  
5 Grattan Street, Hawthorn.

Rotha  
29 Harcourt Street, Hawthorn.

Oxford  
21 Isabella Gve, Hawthorn.

Kawarau  
405 Tooronga Road, Hawthorn.

Zetland  
16 Yarra Street, Hawthorn.

Government Building Register

Primary School No. 293  
Burwood Road, Hawthorn East.

Railway Station Complex  
Evansdale Road, Hawthorn.

Railway Station Complex  
Glenferrie Road, Glenferrie.

Immigration Reception Centre (formerly Shenton)  
41 Kinkora Road, Hawthorn.

Primary School No. 1508  
78-96 Manningtree Road, Glenferrie.

Hawthorn Teachers College (formerly Terrick Terricks)  
11 Paterson Street, Hawthorn.

Primary School No. 2948  
Rathmines Road, Auburn.

Railway Station Complex  
Victoria Road, Auburn.

16 places are currently listed on the National Estate Register. They are as follows:

National Estate Register

348 Burwood Road, C.B.A. Bank

19 Chrystobel Crs., "Grace Park home"

155 Church St., Former Bridge Hotel

12 Coppin Grove, "Yarroma"

21 Coppin Grove, "Invergowrie"

21 Isabella Grove, "Oxford"

5, 7, 9 Yarra Street

5 Creswick St., "The Hawthorns"

St. James Park Conservation Area

Cnr. Denham & Church Sts., "Christ Church"

15 Grattan Street

Manningtree Road, Glenferrie Primary School

405 Tooronga Rd., "Kawaran"

13 Harcourt St., "Hilton House"

## 2.0 FORMAT, GRADING, DEFINITIONS AND USE OF THIS REPORT

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### 2.1 General

Volume 1 of this report incorporates the environmental history and recommended controls and guidelines. A list of graded sites is given in Schedule A, Appendix B with a listing for Streetscape level and inclusion or otherwise for heritage protection measures. The latter are listed under Item 4.2 of this Volume and a map of these areas is located in Appendix C.

Volume 2 comprises individual place identification forms for each A, B, C or C\* graded place with a photograph and additional research and analysis for A and B buildings. This standard form is explained under 2.2.

Property owners should first consult the individual place identification form in Volume II to obtain information particular to their site, then consult the controls section to determine permissible works. Broad guidelines identified in section 6 should be augmented by the Wilson Sayer Core 1985 Urban Character Study, and City of Hawthorn Development and Design Guidelines available at the Municipal Offices.

### 2.2 Standard Place Identification Form or P.I.F. (Structures) See page 13

The standard form is explained as follows:

**ADDRESS** Property Address. This uses the number affixed to the property. Sometimes Council maps do not accord with actual numbers. Where there is confusion, the photograph on the P.I.F. should be checked against the actual building and a title check should confirm the number.

**TITLE** Title of house or park  
e.g. "Como" Usually this is displayed on the building now. Sometimes the building names have only become apparent after research. Previous names are also listed if historically relevant.

**TYPE**

<input type="checkbox"/> Single Residence	<input type="checkbox"/> Multiple Unit Res.
<input type="checkbox"/> Shop	<input type="checkbox"/> Outbuildings
<input type="checkbox"/> Office	<input type="checkbox"/> Industrial Building
<input type="checkbox"/> Landscape feature	<input type="checkbox"/> Public building
<input type="checkbox"/> View	<input type="checkbox"/> Other

The type of place e.g. a detached house or row house is a "single residence". Flats are a "Multiple Unit Res".

"Other" might include a school or church.



EXISTING DESIGNATION      HBR [   ]   GBR [   ]   AHC [   ]   NT [   ]   VAS [   ]

Existing Designation on heritage Registers.  
Abbreviations as follows:

HBR    Historic Buildings Register

GBR    Government Buildings Register

AHC    National Estate Register

NT    National Trust Register

VAS    Victorian Archaeological Survey List

STREETSCAPE LEVEL

1 [   ]            2 [   ]            3 [   ]  
SIGNIFICANT [   ] SIGNIFICANT [   ]  
STREET TREES            KERB & GUTTERS

Streetscape level either 1, 2 or 3  
See 2.4 below for definition.

Significant Street trees and/or Significant kerb & gutters which contribute to the cultural significance of the Street but may not be sufficiently important to warrant individual protection. See section 4.8.2 and 4.8.3.

GRADING

A [   ]            B [   ] C [   ]            D [   ] E [   ]  
KEYNOTE BUILDING [   ]

Place Grade A, B, C, D, E and keynote C buildings.  
See 2.4 below for definitions. Grade has been determined following site inspection and historical research.

RECOMMENDED FOR

HBR/GBR [   ]   AHC [   ]   URBAN CONSERVATION AREA [   ]  
VAS [   ]   PLANNING SCHEME PROTECTION [   ]  
CULTURAL LANDSCAPE [   ] OTHER [   ]

The register or other control devise for which the place is recommended. A place might be recommended for one or more control or for no controls. Abbreviations are as follows.

HBR/GBR            Historic Buildings Register or  
Government Buildings Register

AHC            National Estate Register

Urban Conservation Area - Recommended that heritage protection measures apply within the zone.

VAS            Victorian Archaeological Survey - Further investigation by V.A.S.

Planning Scheme Protection - either as included under area protection measures or by listing in the Planning Scheme for individual protection. The latter might be covered by a blanket clause in relation to grade and streetscape level rather than individual listing.

Cultural Landscape

- a collection of features which together explain a significant pattern life which has impacted on the landscape.

Other

- Might include the significant tree register or other registers.

SURVEY DATE

Site Survey date. This generally but not always corresponds with the photograph date.

NEG FILE

Title

Vol.

Fol.

Negative file number. An internal numbering system for photographs

THEME

[ ] Early Settlement

[ ] Mansions

[ ] Victorian Garden Suburb

[ ] Municipal dev.

[ ] 1870s growth

[ ] Garden villas

[ ] Working enclaves

[ ] Commercial Centres

[ ] Edwardian Prosperity

[ ] Interwar Housing

[ ] Flats and Offices

Historic Theme to which the

place contributes. Properties may fit into more than one historic theme.

See environmental history, Section 3, for further explanation.

CONSTRUCTION DETAILS

Date

Date of Construction. For C\*, C and D and E places date has not been researched, some buildings have a date which is estimated from visual inspection. For A & B buildings this date is confirmed by rate book search or other documentary research.

Architect

Builder

Architect or Engineer where known.

Builder where known.

Elements

Elements - The significant components of the place e.g. house, outbuildings, garden and garage. These are only listed where confusion might otherwise arise as to the contributory parts. The whole site remains recommended for action.

- |  |  |
|--|--|
| <input type="checkbox"/> Contributing garden | <input type="checkbox"/> Original or early hard landscape layout |
| <input type="checkbox"/> Landmark tree       | <input type="checkbox"/> Original or early fence                 |

Contributing Garden - Hard landscape and/or planting contributes to the cultural significance of the built section of the place by providing an appropriate context.

Landmark tree - A tree which may not necessarily be suitable for individual protection on the Significant Tree List, but which makes a considerable contribution to the local area. Generally a landmark tree will be mature and in a prominent location. Not all landmark trees in Hawthorn have been identified.

Original or early hard landscape layout - Generally this incorporates paths, edgings, sculpture or other features, and/or arrangement of planting areas.

Original or early fence - self explanatory.

#### NOTABLE FEATURES/SIGNIFICANCE

A, B and some C keynote buildings will have attached information setting out the cultural significance of the place. C, D and E graded buildings may have other items of interest noted here but will not have a Statement of Significance prepared.

##### Integrity

"Integrity" is the extent to which the place reflects its original form.

Buildings which are graded A, B or C will generally have "good" integrity. That is to say there will be few alterations or additions to the significant portions of fabric. A building will still have "good" integrity if the additions to it are easily removed. For example enclosed verandahs which have not damaged the original, or where the additions or alteration were essential for the maintenance of the place e.g. new guttering and painting to previously painted surfaces.

##### Condition

"Condition" has been assessed only from the exterior and from the footpath. This is therefore a general assessment and can not be construed as a thorough investigation of the condition of a place. Essentially this notation will indicate whether a place appears to be stable.

#### CROSS REFERENCED INFORMATION

Associated significant garden ☐

Where a place has been assessed as having a culturally significant garden, a second P.I.F. (gardens) has been prepared. This is indicated here where applicable. The grading and recommendation for the garden may vary from that recommended for the built fabric.

2.3 Standard Place Identification Forms (Gardens).

A slight variation to the "structures" P.I.F. is used for the gardens P.I.F.  
See following pages.

## PLACE IDENTIFICATION FORM

ADDRESS

TYPE

☐ Single Residence  
☐ Shop  
☐ Office  
☐ Landscape feature  
☐ View

☐ Multiple Unit Res.  
☐ Outbuildings  
☐ Industrial Building  
☐ Public building  
☐ Other

TITLE

EXISTING DESIGNATION

HBR ☐ GBR ☐ AHC ☐ NT ☐ VAS ☐

STREETSCAPE LEVEL

1 ☐ 2 ☐ 3 ☐  
SIGNIFICANT ☐ SIGNIFICANT ☐  
STREET TREES KERB & GUTTERS

GRADING

A ☐ B ☐ C ☐ D ☐ E ☐  
KEYNOTE BUILDING ☐

RECOMMENDED FOR

HBR/GBR ☐ AHC ☐ URBAN CONSERVATION AREA ☐  
VAS ☐ PLANNING SCHEME PROTECTION ☐  
CULTURAL LANDSCAPE ☐ OTHER ☐

SURVEY DATE

NEG FILE

Title  
Vol.  
Pol.

THEME

☐ Early Settlement  
☐ Mansions  
☐ Victorian Garden Suburb  
☐ Municipal dev.  
☐ 1870s growth  
☐ Garden villas  
☐ Working enclaves  
☐ Commercial Centres  
☐ Edwardian Prosperity  
☐ Interwar Housing  
☐ Flats and Offices

CONSTRUCTION DETAILS

Date  
Architect  
Builder  
Elements

☐ Contributing garden ☐ Original or early hard landscape layout  
☐ Landmark tree ☐ Original or early fence

NOTABLE FEATURES/SIGNIFICANCE

History  
Description  
Analysis  
Significance

INTEGRITY Good ☐ CONDITION Good ☐  
Fair ☐ Fair ☐  
Poor ☐ Poor ☐

CROSS REFERENCED INFORMATION

Associated significant garden ☐

The site information given above has been determined from external street level inspection.

## PLACE IDENTIFICATION FORM - PRIVATE GARDENS

ADDRESS

TYPE

<input type="checkbox"/> Cottage Garden	<input type="checkbox"/> Suburban Garden
<input type="checkbox"/> Terrace House Garden	<input type="checkbox"/> View
<input type="checkbox"/> Villa Garden	<input type="checkbox"/> Landmark
<input type="checkbox"/> City Mansion Garden	<input type="checkbox"/> Other

TITLE

EXISTING DESIGNATION

HBR ☐ AHC ☐ NT ☐ SIGN. T. ☐ VGS ☐

STREETSCAPE LEVEL

1 ☐ 2 ☐ 3 ☐

GRADING

A ☐ B ☐ C ☐ D ☐ E ☐

RECOMMENDED FOR

HBR ☐ AHC ☐ SIGNIFICANT TREE REG. ☐ PSP ☐  
CULTURAL LANDSCAPE ☐ URBAN CONSERVATION AREA ☐

SURVEY DATE

NEG FILE

Title

Vol.

Fol.

THEME

☐ Early Settlement  
☐ Mansions  
☐ Victorian Garden  
     Suburb  
☐ Municipal dev.  
☐ 1870s growth  
☐ Garden villas  
☐ Working enclaves  
☐ Commercial Centres  
☐ Edwardian Prosperity  
☐ Interwar Housing  
☐ Flats and Offices

DETAILS

Date

Designer

Layout/Structures

NOTABLE FEATURES/SIGNIFICANCE

History

Description

Significance

Recommendation

INTEGRITY    Good ☐  
               Fair ☐  
               Poor ☐

CONDITION    Good ☐  
                Fair ☐  
                Poor ☐

ALTERATIONS

CROSS REFERENCED INFORMATION

Associated Structures ☐

## 2.4 Grades A, B, C, C\* (Keynote buildings), D and E - DEFINITIONS.

The place grade has been determined having primary regard to integrity, architectural, historical, scientific and/or social significance. These qualities are readily quantified using the ICOMOS Burra Charter as the basis for evaluation. A and B buildings must acquire their gradings in isolation. Other grades are considerably influenced by location within the Municipality.

### The effect of location

To illustrate the effect of location on grading, imagine two simple matching houses constructed at the same date and of equal integrity. The first is located amongst a mixed age group of mixed integrity. The second is constructed within the common date for development in the street, and as a whole the street illustrates a major theme of development in Hawthorn. The first house will not be of cultural significance. The second house is likely to be in a recommended urban conservation area and will make a significant contribution to its integrity. The second building will be of local significance and be graded "C".

The preceding example indicates the effect of proximity to like buildings in determining a place of local significance. Isolation of a place can also lead to a "C" grading in certain circumstances. For example, imagine two simple houses of high integrity, both of which equally indicate a particular theme of Hawthorn's development. The first is in an area where there has been constant change, but many nearby less intact buildings also indicate the significant development theme. The second house once stood amongst many others of a similar type, but the majority of these have now been removed. The second house is now the only remnant of a previously dominant type. The second house would be very significant to that local area in providing a link with previous communities. It would be graded "C", the first house would not be graded.

Within an Urban Conservation Area there will be some places which do not contribute to the theme of development for which the area was identified. If these are particularly intact examples of their type and they do not diminish the significance of the U.C.A. they will be graded "C". If they are altered they will be not be graded as they do not contribute to the U.C.A. theme of development.

### The effect of integrity

Within the parameters of external street level inspection, every effort has been made to determine whether a place has been altered, added to or conjecturally reconstructed. Inevitably some sites with particularly good conjectural reconstructions will have tricked us and places which are not reasonably intact to their original condition will have been graded "C" when they should have been given a "D" grading and visa versa. Such works are particularly difficult to pick up for verandahs.

The impact of common changes to buildings which would otherwise be of local significance, on the assessed grade is as follows.

- New or reconstructed verandah (whole or part) - downgrade to D.
- New fence - no downgrading, however original fences may lead to a "keynote" grading.

- New roof cladding - generally no downgrading.
- Painting to brickwork, render or roughcast - downgrading from C to D only applies where the unpainted brickwork or other surface, effects the interpretation of the design intent.
- New window or door joinery in original opening - downgrade to D.
- New garage or carport attached to building - generally downgrade to D.

**The effect of size and status**

Bigger is not necessarily best. The allocation of building grade does not reflect the social status of a structure. Hawthorn has always been home to a wide range of socioeconomic groups. A working persons small cottage will be as significant as a banker's suburban villa. It is therefore possible for examples of each of these structures to receive the same building grade. Some examples are given below.



34 Faircroft Avenue

Figure (2a). Illustrating the variety of "C" graded buildings (of local significance).





19 Hawthorn Grove

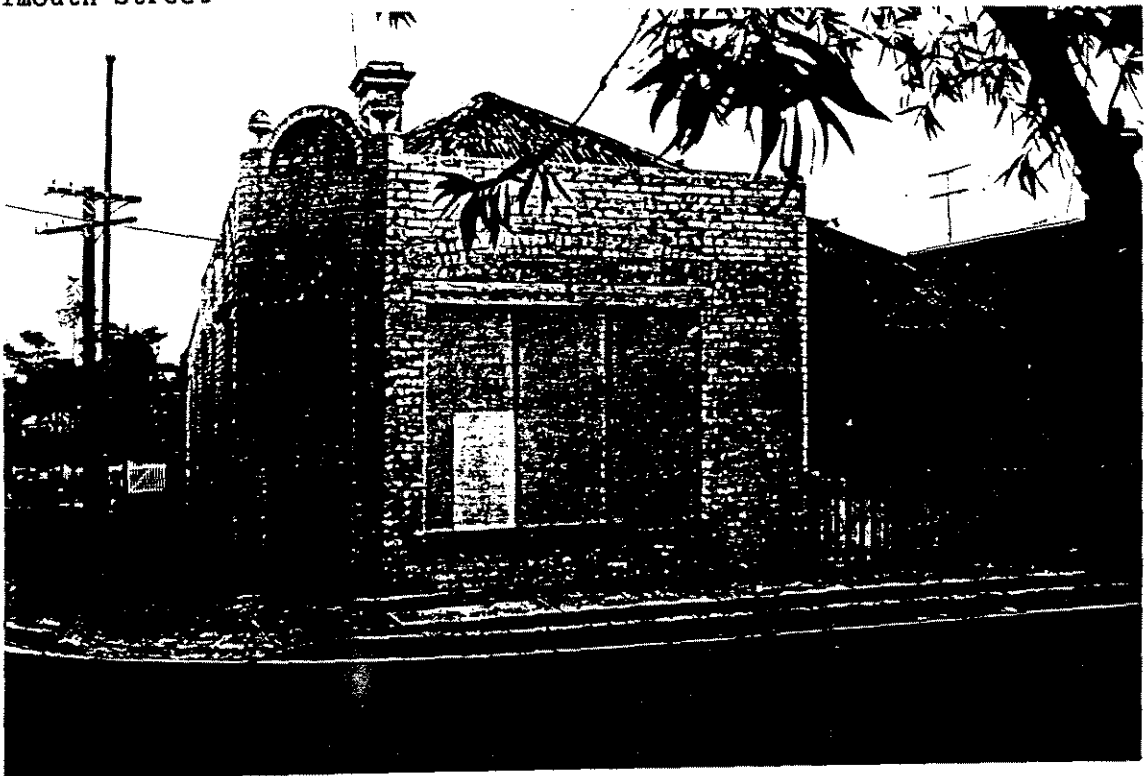


66 Hawthorn Grove

Figure (2b). Illustrating the variety of "C" graded buildings (of local significance).



7 Falmouth Street



6 Haines Street

Figure (2c). Illustrating the variety of "C" graded buildings (of local significance).



569-573 Burwood Road

Figure (2d).      Illustrating the variety of "C" graded buildings (of local significance).

### **The meaning of "Local"**

The City of Hawthorn has developed over a long period of time and in discrete pockets. It does not have a uniform character, but is rather made up of a collection of local precincts, much as say South Yarra, Kensington, Carlton and North Melbourne are all part of the same Municipality of Melbourne but with substantially different characters. In using the gradings below, the interpretation of the word "local" should be taken to mean a subregion of Hawthorn rather than the whole Municipality. The boundaries of a "local" area are not always clear but generally conform to: a subdivision pattern; like use; or to a focal point such as a shopping precinct or park.

### **Gradings and what they mean.**

'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.

'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.

'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 occur in the absence of nearby A or B graded buildings).

'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.

'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.

'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.

## **2.5 Streetscape levels 1, 2, 3. - DEFINITIONS**

The following streetscape levels apply to the streets and lanes, and the street frontage of parks. Levels for the City of Hawthorn are indicated on map B, Appendix C of this Volume.

For streets, the assigned level applies to one side of the street only. It may vary along the street and from one side to another. For lanes the level applies to both sides of the lane and to the lane surface itself. Generally lanes are dealt with as a whole item and the level assigned will apply to the whole of a laneway between intersecting streets.

The assignment of streetscape levels takes into account the contribution made by the roadway form, the kerb and gutters, street plantings, footpaths, fences and private gardens and the buildings abutting the road. There are some situations in Hawthorn where buildings of a consistent age and high integrity are concealed by high fences. An initial viewing of the street does not give a true indication of the streetscape quality. Where this occurs the streetscape level assigned has been determined as if the intruding fences are easily removable accretions. This situation occurs in Power Street where a considerable proportion of the street has been graded level 2.

Even in level 1 and level 2 streetscapes there will be some intrusive sites and possibly vacant land. The level indicated here gives some guidance as to the level of care which will be required in redevelopment.

**Level 1 State significance**

Level 1 streetscapes have Statewide or Metropolitan significance, and define an important collection of places of high integrity often from a similar period or representing a similar style, use or historic development theme.

**Level 2 Metropolitan or Local significance**

Level 2 streetscapes have a regional or local significance because the character and scale of a particular historic development theme predominates, even though there may be some gaps. In some cases the streetscape may contain places of relatively low significance individually.

**Level 3**

Level 3 streetscapes represent all streetscapes other than those graded level 1 and level 2.

**2.6 Gradings for Gardens, Trees and Public Spaces**

Private Gardens, public gardens and reserves, and individual trees have also been assessed throughout the Municipality. The A, B, C, D, E gradings applying to other places and to structures have also been applied to these items. It is more difficult to apply words like "alterations" and "additions" to living things however. In general a private garden or public park will be considered to be reasonably intact or of "high" integrity if the majority of the hard landscape features e.g. paths and garden beds, plus the key structural plants e.g. tree avenues or shrub bed background plantings, both survive.

Individual trees in isolation are assessed as either "significant" or "not significant" in accordance with the "significant tree" provisions of the planning scheme. This classification is on a Statewide level. At the local level some "landmark" trees have been noted on the standard P.I.F. where it is part of a place of cultural significance. This indicates a tree which is particularly prominent in the street or area. It does not lead to controls or protection for that tree other than those which already apply Melbourne wide in the Planning Scheme for properties of generally larger than suburban size. There has not been a full survey of landmark trees in Hawthorn. That is an urban amenity issue which is not part of this heritage study.

Significant graded private gardens for which some measure of planning control is recommended should not be confused with "contributory gardens or hard landscape features" as noted on the P.I.F. The latter add to the significance

of an already significant building. Significant graded gardens have individual significance, independent of the structure it may accompany.

## 2.7 Areas Recommended for Heritage Protection Measures

Initially it was anticipated that there would be new areas in Hawthorn which would be recommended for protection under the existing Urban Conservation Area provisions. The P.I.F. sheets reflect this in their "RECOMMENDED FOR" category.

It is now felt that a different use of the planning scheme will be more appropriate. The mechanism for this has not yet been determined. Notwithstanding, there are several new areas recommended for heritage protection measures.

### 3.0 ENVIRONMENTAL HISTORY - HAWTHORN, MELBOURNE'S INNER CITY GARDEN SUBURB

#### 3.1 Introduction and Historic Themes

"Not many years ago Hawthorn was a village containing a population of a few hundreds, scattered over a large area which comprised two parks and many spacious paddocks: today it numbers ten thousand inhabitants.... Its western boundary is defined by the river Yarra, the left banks of which are high and precipitous, crowned with pretty residences, and in places graded into terraced gardens, and are elsewhere crowned with trees; while the serpentine course of the stream and the beautiful forms of the willows which dip their pendant foliage in its waters contribute to render this part of the river exceedingly picturesque".<sup>2</sup>

This description, written in the 1880s, twenty years after Hawthorn became a municipality, expresses contemporary views about new middle-class suburbs like Hawthorn, Kew and Camberwell which, after the advent of the railway, flourished on Melbourne's rural-urban fringe. These towns were close enough to the metropolis for their residents, mainly business and professional men, to commute daily, returning at night to their suburban retreats. The villas and small mansions built for the families of those "white-collar workers" nestled in attractive garden settings in tree-lined streets. Historically, such suburbs owed a lot to the English concept of a desirable "garden suburb" and some early Hawthorn properties reminded English visitors of similar villas in desirable suburbs on the outskirts of London.<sup>3</sup> The concept was developed further in the present century in the English "garden city movement", which aimed at providing a more pleasant garden-like environment for the working-classes.<sup>4</sup> In Australia and particularly Melbourne, the garden suburb was available across the wide spectrum of income groups in the community. It is the development of this form of living which, on its various levels is the dominant and recurring theme in the history of Hawthorn. It still retains many of its "garden suburb", features, although much has changed with later subdivisions, particularly the building of blocks of flats in recent decades and the extension of commercial shopping centres.

Hawthorn was in a unique position in the 1850s and 1860s. Residential and industrial development in Melbourne boomed in these decades, but was confined in large part by the Yarra River and the bridges across it. On the north bank of the River there was no barrier to development, and the suburbs and industrial areas of the inner city flowed out unrestrained. To the South, the barrier of the river was removed from the earliest times by the construction of Princes Bridge. High density development in Port Melbourne, South Melbourne and Middle Park continued the inner city character here. It was not until St. Kilda that a suburban open character was formed, and this was not marked by a sharp boundary, but rather, blended with the inner city edge. To

<sup>2</sup>. Extract from *Picturesque Atlas of Australasia* ed. Andrew Garran, 1886, fasc. copy 1980, p. 97.

<sup>3</sup>. Louisa Meredith in 1861, quoted in *Walking Tour of St. James Park, Hawthorn*, National Trust, n.d.

<sup>4</sup>. Alison Ravetz, *Remaking Cities*, London, 1980, pp. 48-49, 55.

the East the River proved to be the barrier to the inner city high density development. The absence of a bridge until the 1850s, in combination with the steep topography immediately adjoining it prevented high density inner urban development. But conversely the bridge also led to the development of Hawthorn as the closest desirable retreat from the City. The Burwood Road bridge provided the closest access point to the East and ensured that Hawthorn would develop before Kew and Camberwell. This placed Hawthorn at the frontline of suburban development and the garden suburb ideal. Its major competitors for patronage were St. Kilda and Brighton in the 1850s and 1860s. Brighton was much further away and it was not until the Railway connected Brighton with the City that it could begin to attract residents who would commute daily. St. Kilda is equally close to the City and did attract fine quality homes and comfortable suburban residential development. Its attraction however was not that of country retreat in the City - the basis for the garden suburb ideal - rather it was a seaside resort. The finest residences commanding the broad views of the bay, and all building types receiving the "health giving" sea breezes.

St. Kilda's development continued apace in the 1870s and 1880s. Genteel hotels to service the seaside holiday atmosphere consolidated the image of a healthy location. But the early railway which encouraged suburban development later encouraged a cargo of day trippers escaping the city and this change in image away from the genteel domicile was eventually to lead to St. Kilda's fall from favour.

Hawthorn remained the closest country retreat to the City. Its attractiveness was enhanced by the barrier of the River - a social division which survives today manifested in living on the "right side of the River". Its development was slow and steady and its image did not change, rather it consolidated with time. It was ideally placed geographically to fit the garden suburb ideal. Its attractive topography reinforced this and the combination ensured that Hawthorn would be Melbourne's inner city garden suburb. Further east, Kew and Camberwell reflected the fashionable Hawthorn, but Hawthorn remained the trendsetter into the twentieth century.

Several themes overlap the garden suburb concept including transport development, proximity to the city and the creation of commercial centres. These will be outlined in this history. The physical forms which illustrate these themes are readily interpreted in built and landscape form today.

Splendidly located on the banks of the Yarra, Hawthorn possesses a rich collection of Victorian (including several pre-gold rush era buildings) and Edwardian period residences, often architect-designed. Many still stand in attractive garden settings. As an important middle-class residential suburb in the last century and beyond, Hawthorn secured efficient railway and tramway services and good roads and bridges linking it to the metropolis. There were well-established shopping centres, substantial public buildings, a number of large hotels, fine churches and excellent schools and, for recreational purposes, extensive public reserves and municipal gardens.

Hawthorn, as an example of a successful middle-class residential suburb, may be contrasted with areas on the other side of the Yarra, closer to the city, which, during the same period, developed as working-class industrial suburbs. Places such as Collingwood were characterised by subdivision into very small building allotments on which modest and often poorly constructed houses were erected. The streets in such suburbs were narrow and there was little space over for either private gardens or public parks. Such areas rapidly developed



into slums. Historically, Hawthorn began as a small, isolated township on Melbourne's rural-urban fringe. The first land sales in the 1840s were followed very quickly by the 1852 Village of Hawthorn plan.<sup>5</sup> Hawthorn was, in fact, in 1856, among the first of the rural-urban fringe communities, to establish a district road board, the Boroondara Road District, which included Hawthorn, Camberwell and Kew. However, because of its initial small population, Hawthorn did not secure separate municipal status until 1860.<sup>6</sup>

There has been a traditional belief that Hawthorn remained an exclusively middle-class residential suburb throughout its long history. This view is not correct. It has persisted despite the evidence of pockets of more humble workers' cottages in the vicinity of old industrial areas on small allotments in streets such as College and Smart Street, once near brickmaking establishments. This industry played an important role in the history of Hawthorn, a suburb in which building construction components were a key manufacturing element. Many surviving Victorian and Edwardian houses in Hawthorn and the wider Melbourne area, particularly shops and public buildings are notable for their use of Hawthorn bricks. The suburb's industrial heritage must be considered as an important component in its overall development and is certainly visible in the materials of its built form.

There is no doubt that suburban Hawthorn has changed considerably during the present century, particularly in the post-World War I period when changing patterns were observable throughout the entire Australian community. In recent decades many of Hawthorn's 19th Century buildings have disappeared as a result of new subdivisions, only to be replaced by new kinds of buildings, sometimes themselves of architectural interest for their use of new materials. Many other Victorian and Edwardian buildings have been radically altered. New buildings of the inter-war period, such as detached houses, maisonettes and Californian bungalows, bear little resemblance to the villas and small mansions of earlier decades, regarded as more typical of Hawthorn. Local shopping centres have expanded, particularly along Burke and Glenferrie Roads. Even greater changes occurred during the 1950s and later when blocks of flats began to appear in Hawthorn, sometimes replacing whole streets of earlier buildings. This produced a new kind of Hawthorn resident, the rent-paying flat - dweller, a trend which somewhat eroded the image of Hawthorn as a suburb of proud home-owners. Another major change during this period was the conversion of residences into office premises and the construction of office blocks. Another impacting group was formed as a consequence, a group whose members worked in Hawthorn but retired at night to their homes in other Melbourne suburbs.

As a recent Study described Hawthorn as follows:

"It (Hawthorn's dominant social group) appears to be a homogeneity of high education with people in the best of professional employment, but not at the peak of affluence ... it is not Toorak, nor is it the best of Brighton. It is a population with the highest of expectations.... they locate to be near those excellent schools, and to be on the tram routes to Melbourne's greatest possible variety of "good" schools. They may also have high environmental expectations but not the affluence to

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<sup>5</sup>. *Village of Hawthorn* situated on Allotment 51, Parish of Boroondara, Albert Purchas, 12 Jan. 1852.

<sup>6</sup>. Bernard Barrett, *The Civic Frontier*, M.V.P., 1979, p. 196.

satisfy their high expectations.... and aim to satisfy expectations through the consumption of public goods - thus the community demand for urban excellence...."<sup>7</sup>

Through Hawthorn's development a number of important historic themes have emerged. These have shaped the ways in which the City has developed and have given the suburb and its citizens their special identity. An understanding of these themes provides a useful method for evaluating the many individual components which make up Hawthorn's heritage. The historic themes which have been considered have been viewed in the context of five main phases in Hawthorn's development:

- I The early years of settlement. 1835-1855.
- II Growth of Hawthorn as a Victorian garden suburb. 1856-1900.
- III Edwardian Prosperity. 1901-1919.
- IV Changing Patterns. 1920-1992.
- V Return to the Garden Suburb Ideal. C1960-1992.

Themes explored within these phases of development include:

- . Early settlement
- . Mansions
- . Victorian Garden Suburb
- . Municipal dev.
- . 1870s growth
- . Garden villas
- . Working enclaves
- . Commercial Centres
- . Edwardian Prosperity
- . Inter-war Housing
- . Flats and Offices

### 3.2 The Early Years of Settlement 1835-1855

#### 3.2.1 Overlanders & Pastoralists.

The earliest settlers in the Hawthorn district in the 1830s, as elsewhere in colonial Victoria, were pastoralists seeking grazing land for their sheep and cattle. Among the earliest was the overlander, John Gardiner, who arrived in Van Diemen's Land in 1822 and came to Port Phillip in January 1836 with the first party of overlanders from Sydney. His companions were Joseph Hawdon and Captain John Hepburn,. All three took up pastoral runs covering vast stretches of land. Gardiner's Run included Brighton, Prahran, St. Kilda, Boroondara and Bulleen.<sup>8</sup> John Gardiner's homestead was located reputedly where Gardiner's Creek joins with the Yarra and is marked on Assistant - Surveyor Darke's 1837 survey map of the Yarra River<sup>9</sup> and on Hoddle's 1839 map

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<sup>7</sup>. *A Middle - Ring Suburb: a study of the urban fabric of Hawthorn*, Centre for Environmental Studies, Univ. of Melb., 1979, p.27.

<sup>8</sup>. Billis & Kenyon, *Pastoral Pioneers of Port Phillip*, Melb., 1932. pp-70, 80, 81; C.G.A. Colles, *History of Hawthorn*, 1910, p.4. The Parish of Boroondara included Hawthorn, Kew and Camberwell.

<sup>9</sup>. G. McWilliam, *Hawthorn Peppercorns*, 1978, p.15.

with the written remarks to the east, "Good Cattle Pasture".<sup>10</sup>

James Connell, a retired sergeant turned publican who ran the hotel, The Royal Highlander, in Queen Street, purchased part of Gardiner's land in 1841, the property becoming known as Connell's Run.<sup>11</sup> Another early settler in the Hawthorn district was the squatter, Thomas Herbert Power, an auctioneer who arrived in Port Phillip in 1839, owned a number of pastoral properties and was a Member of the Legislative Council.<sup>12</sup>

However, apart from documentary evidence, which suggests that some of Hawthorn's present day roads such as Burwood and Riversdale Roads followed early tracks to pastoral stations and to early settlements to the east, Nunawading, Dandenong and Narre Warren, little remains to recall this earliest period in the suburb's history.<sup>13</sup> It may be argued, however, that some sites such as that of Gardiner's homestead are of both historical and archaeological significance.

### 3.2.2. Early Land Sales

Relatively quickly after the pastoralists moved into the Boroondara district, by the 1840s, there were early sales of Hawthorn land. Although the purchase of this land was slow at the start, by 1853 most of the land within the present City of Hawthorn boundaries had been sold. The earliest lands purchased were large allotments with river frontages and those on elevated positions in the area later known as Hawthorn Hill, west of Glenferrie Road and north of Riversdale Road. The sites of later development along Burke and Glenferrie Roads were the last to go.

There were only two purchasers in the first two sales in 1843-44, by which time Burwood and Riversdale Roads had been marked out as government roads. The eccentric landowner, Major Alexander Davidson, was the only purchaser at the first sale on 13 December 1843. Davidson arrived at Port Phillip in that year accompanied by Indian coolies, cows, deer and Arab horses. He bought

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<sup>10</sup>. *Parish of Boroondara: Plan showing the surveyed lands to the Northwards of Melb.*, dated 8 Feb. 1838/39.

<sup>11</sup>. *Billis & Kenyon*, p.48.

<sup>12</sup>. *Ibid.* p.127. Colles, p.13.

<sup>13</sup>. *Yarra River, Kooyong Koot, Main Dray Tracks, Sections, Boroondara*, 1855; material supplied by Gwen McWilliam.

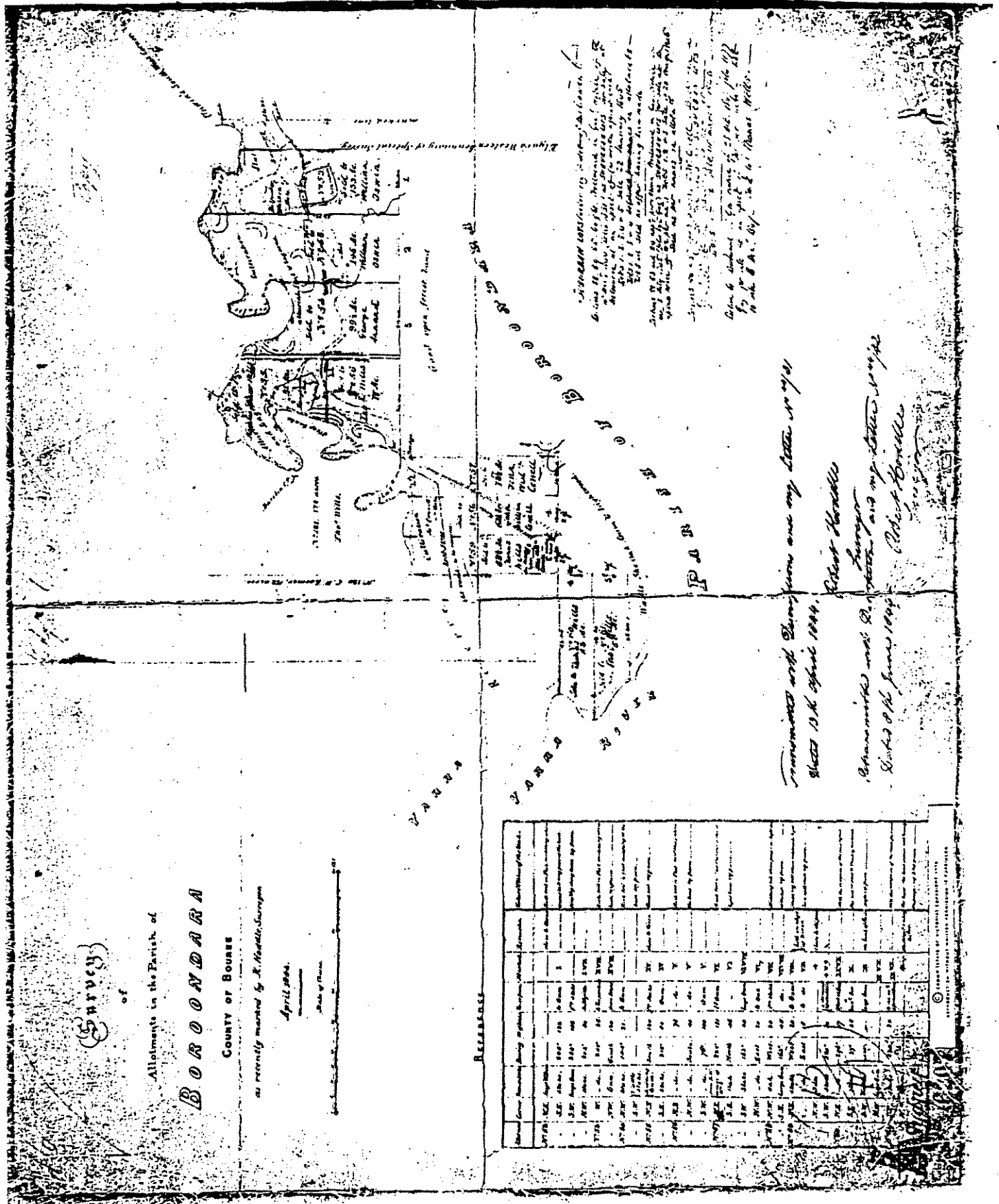


Figure 3. Survey of Allotments in the Parish of Boroondara, as recently marked by R. Hoddle, Surveyor. April 1844 [Sydney B. 19].

allotments 11, 12 13 and 14 in Glenferrie Road, all with river frontages. However, he did not build on this land and later lived at his residence, "Callitini", in South Yarra.<sup>14</sup> The following year, 1844, Thomas McIntyre, a pastoralist who arrived in the colony in 1837, bought allotment 27. This block of 15 acres in the north-west corner of Hawthorn, stretching from Church Street to the river, was described in 1858 by James Bonwick as "A beautiful section on Hawthorn Hill, beside the Yarra, (and) now exceedingly valuable".<sup>15</sup>

There was more interest in 1845 when, according to Bonwick, the group of buyers included "Some of our present colonial aristocracy" and comprised several of "the choicest situations in Boroondara". Among these notables were Dr. James F. Palmer (later Sir), physician, politician, Melbourne mayor and a member of the prestigious Melbourne Club; and James Derham Pinnock, a leading civil servant and "one of the fashionable swells" of the day.<sup>16</sup>

There was even greater interest in 1846 when Hawthorn land was bought by Thomas Budd Payne, Thomas Herbert Power, Edmund Hobson and the publican, Michael Lynch, all men who made their mark in colonial Victoria. Pinnock and Davidson bought more allotments. Most of the chosen land still had river frontages or was on an elevated site, or both, a practice which continued in the sales of 1847 and 1848. Once again Bonwick commented that, although few lots were sold in 1848, they were "all choice pieces in excellent positions".<sup>17</sup>

The 1850 land sales included land further to the east, bounded by Barkers Road (then known as Main Road) on the north, Riversdale on the south, Auburn Road on the east and Glenferrie Road on the west. These allotments included areas around Urquhart and Liddiard Streets and Burwood Road, some of which later became important commercial precincts. New purchasers at this time were men such as W.S. Urquhart and Nathaniel Guthridge, who bought allotment 1A (later VA), a large block of 150 acres bounded by Riversdale, Auburn, Tooronga Roads and Gardiner's Creek.<sup>18</sup>

With the separation of Victoria from the mother colony of New South Wales and the beginning of the gold-rush era in 1851, the price of colonial land dropped and, as a consequence, there was an increased demand for Hawthorn allotments by eager speculators. The value of these purchases trebled in the next few years. Most notable was James Murphy's purchase of allotment 70, 124 acres on the north west corner of Burke and Barkers Road, which became known as Murphy's Paddock. This was later carved up by Murphy in a mid-1850s private subdivision into the Village of Rathmines Estate, which included the important

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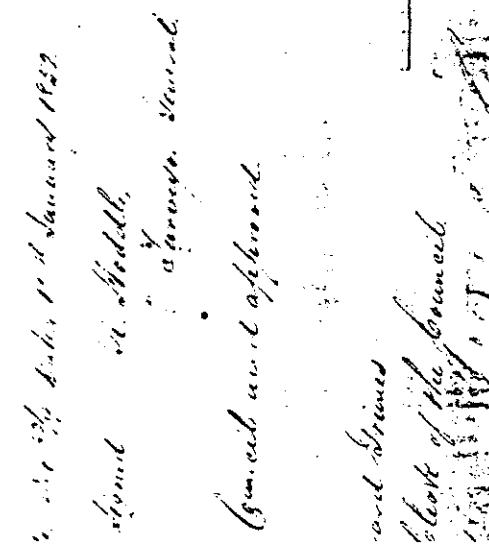
<sup>14</sup>. Billis & Kenyon, p.56; Paul de Serville, *Port Phillip Gentleman*, O.V.P., 1989, pp.73,190.

<sup>15</sup>. James Bonwick, *A Sketch of Boroondara*, Melb., 1858, p.18.

<sup>16</sup>. Ibid, pp. 18, 19; De Seville, p.194.

<sup>17</sup>. Bonwick, p. 19.

<sup>18</sup>. Ibid. pp.21-22.



sent with  
land before the  
Sept. 27<sup>th</sup> 1832  
Calgo

Harcourt Street area. Murphy was a prominent colonial brewer, spirit merchant, pastoralist and Member of the Legislative Council.<sup>19</sup>

The last sale on 24 March, 1853 concluded the carving up by the government of Hawthorn land and included a number of blocks south of Murphy's Paddock, some with Burke Road frontages. The allotments on Burke Road became valuable later as the site of a most important commercial shopping centre. Other sites sold at the time included those of Auburn Railway Station and the Tooronga Road brickworks. Buyers were merchants, politicians and military men, who already had a track record for speculation in colonial properties, which later became valuable, and on which they either erected substantial villas or small mansions or (more often) were carved up in lucrative subdivisions. Among these buyers were the politician and Melbourne Club member, D.S. Campbell; Henry Creswick and Lieut. Col. Joseph Anderson, who did not build at Hawthorn but at South Yarra where he owned the villa, "Fairlea".<sup>20</sup>

### 3.2.3. First Village Plan

It has been suggested that when the Surveyor General Robert Hoddle made his survey of the Village of Hawthorn in 1852, he regarded the future of the tiny settlement as merely that of a small farming township.<sup>21</sup> In fact, settlement came slowly in the early years because of the district's isolation and lack of highways. Hoddle was responsible earlier in 1837 for the survey and planning of Melbourne and the establishment of a gridiron pattern for its street plan which became the model for all future Australian towns.<sup>22</sup> It is thought that Hoddle, in preparing his 1852 plan for Hawthorn Village, thought that the area would be used, "for all time for small farming and vegetable growing purposes" and so cut it up into plots "suitable for persons who would be likely to supply the Melbourne market".<sup>23</sup> When he laid out the small township near the Yarra it only covered a few acres with a large portion set aside for religious, educational and recreational purposes. Blocks were reserved for school purposes and for the Church of England, Catholics, Wesleyans, Independents and Presbyterians. Only the first three church reserves were taken up, the last two becoming part of the Hawthorn Reserve. The tiny Hawthorn Village in allotment 51 was bounded by Church, Denham, Power and Burwood Streets, divided down the middle by Lennox Street and with Church, Wood, Barton and Elgin (then Treloar) Streets indicated. When this plan was registered in 1856, Wood Street was labelled "Church Street" and Elgin Street,

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<sup>19</sup>. Ibid, p.23; "Village of Rathmines", Area Walk V, Hawthorn Historical Society, Gwen McWilliam, 1987-88; Barrett, pp. 143, 275.

<sup>20</sup>. Bonwick, p. 23; De Serville, p. 73.

<sup>21</sup>. Smith and Corrigan, *The History of Hawthorn to 1895*, Hawthorn, 1896, p. 24.

<sup>22</sup>. Barrett, pp.10-11.

<sup>23</sup>. Ibid.

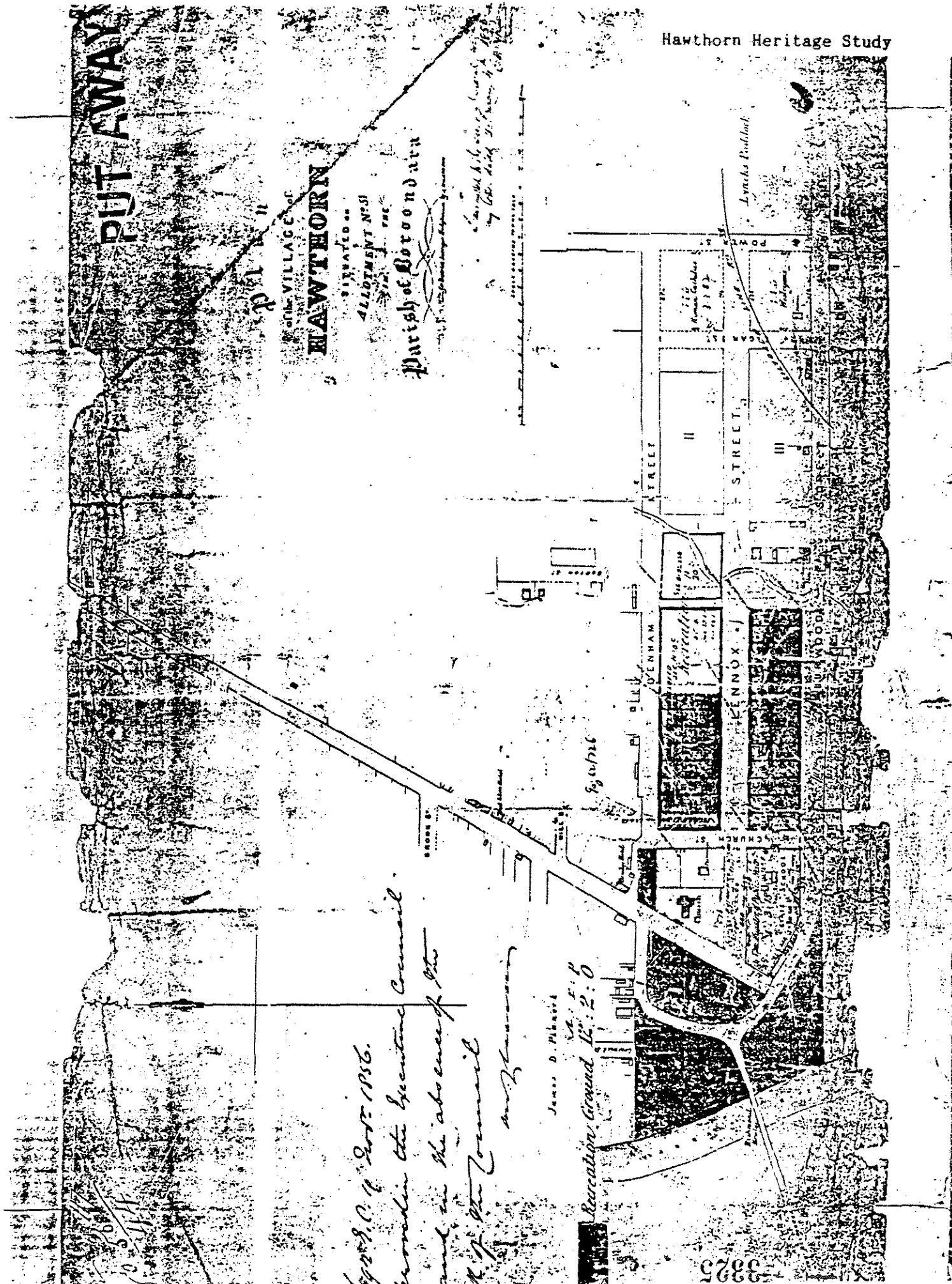


Figure 5. Plan of the Village of Hawthorn situated at Allotment 51, Parish of Boroondara, 4 Feb. 1856. [P/A H17 C.P.O. Vic].



"Elgar Street".<sup>24</sup> The first of the village allotments was sold on 16 June, 1852.<sup>25</sup>

### 3.2.4. Housing the Early Settlers

For a time, the only concentration of population in rural Hawthorn that could be termed a village was in a small area in the vicinity of the Village Reserve, near the river and Church Street, where the Anglican Christ Church and a first National School commenced in 1853. However, by degrees, "as the land was cleared by woodcutters, or exploited for the new industry of brickmaking, an odd house came into existence here and there in the cleared spaces".<sup>26</sup>

The oldest surviving buildings are houses built by affluent early landowners, "Port Phillip gentlemen" who were pastoralists, professional men and politicians. They built their residences on hilltops or on blocks overlooking the Yarra with grounds which originally extended down to the river banks.<sup>27</sup> Among the earliest surviving Hawthorn houses is Sir James Palmer's homestead "Burwood" (later known as "Invergowrie") at 21 Coppin Grove. This rambling two storey Gothic Revival house, a pre-goldrush era structure, was built on land purchased in 1845-46. Already, in the early 1840s, Palmer was responsible for the construction of a punt to ferry building materials, people and stock across the river, just north of Burwood Road near the site of the present Hawthorn Bridge. Built of random rubble bluestone, Palmer's house is one of the oldest bluestone houses in Melbourne. It was described in 1856 as a house built of good stone "at Hawthorne, on a rising ground, which we have seldom seen rivalled in Victoria". The writer, James Sinclair, the Scottish master gardener who re-designed the Fitzroy Gardens, included Palmer's garden among his list of the "200 principal gardens around Melbourne", its

fine effect displayed by a judicious choice of climbing plants, with large masses of trees, shrubs, and patches of shrubbery made gay by Nature and art. There are walks neatly formed and gravelled, with trees to give shelter and shade,<sup>28</sup>

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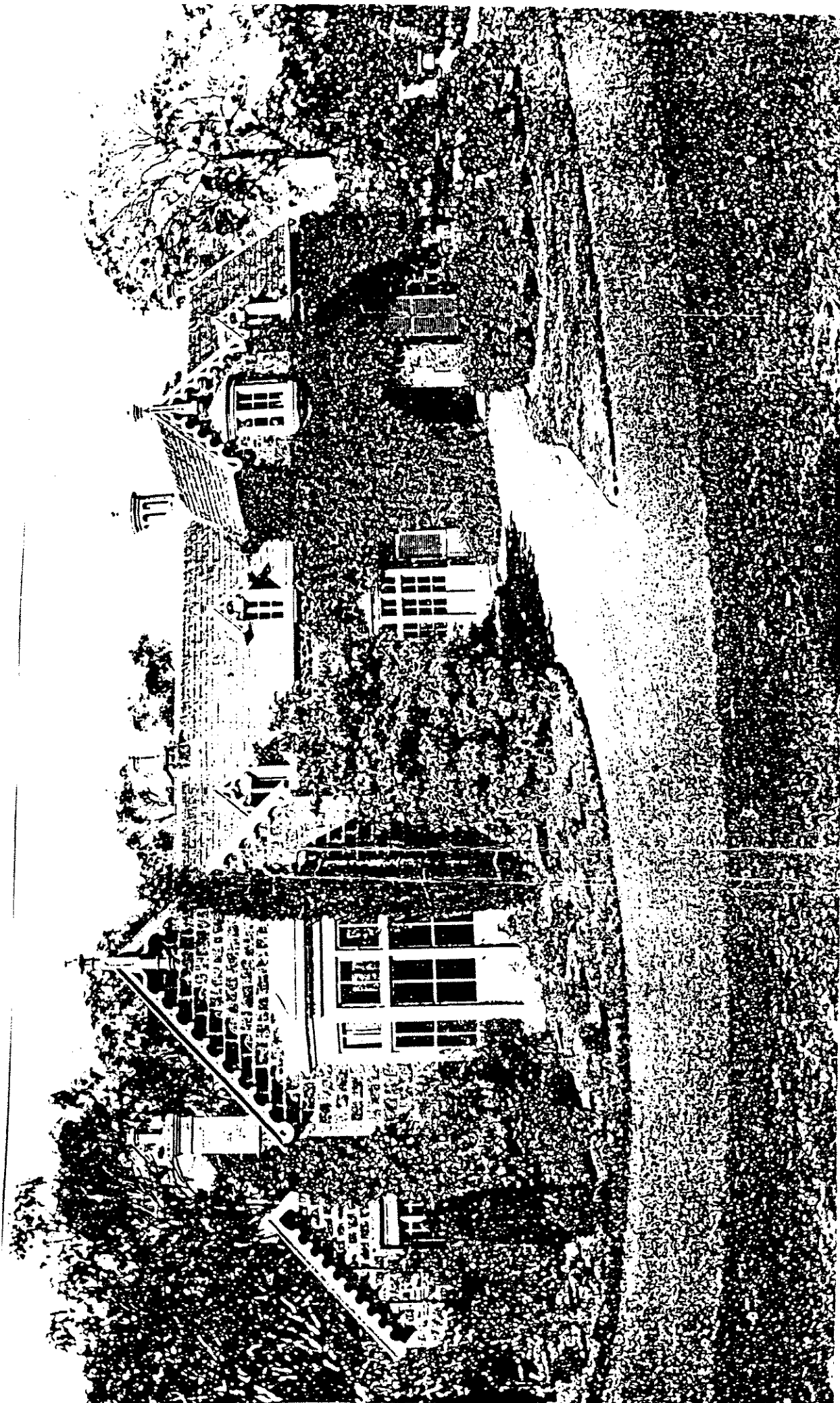
<sup>24</sup>. *Village of Hawthorn situated at Allotment 51, Parish of Boroondara*, R. Hoddle, Surveyor-General, 12 Jan. 1852; *Plan of the Village of Hawthorn*, District Surveyor, Hodgkinson, 4 Feb. 1856.

<sup>25</sup>. Smith and Corrigan, p. 24.

<sup>26</sup>. C.G.A. Colles, *History of Hawthorn*, Hawthorn, 1910, p.7.

<sup>27</sup>. James Kearney, *Map of Melbourne and Its Suburbs*, 1856.

<sup>28</sup>. James Sinclair, *Notes of 200 of Principal Gardens around Melbourne*, 1856 (MSS in Latrobe collection, State Library of Victoria). The suburb's name was variously spelled as "Hawthorn" or "Hawthorne" in its early years.



*Patterson photo.*

*3 Bourke St., C.*

Figure 6. Early Hawthorn residences: "Invergowrie", 21 Coppin Grove

Following the subdivision of the estate in 1871 by George Coppin, theatrical entrepreneur, the area became known as St. James Park and remains notable for its architecturally-significant houses and associated gardens located in an exceptional landscape setting.<sup>29</sup> The whole area provides a splendid illustration of the opulent "garden suburb" image at the upper end of the market which is generally but erroneously associated with suburban Hawthorn as a whole.

Another early surviving residence constructed on land purchased in the 1840s is the "The Hawthorns" at 5 Creswick Street built before 1852 for James Denham Pinnock. This house has architectural significance as a two storey asymmetrically-composed building in random - coursed bluestone with a slate roof, designed in the Gothic Revival style. A third Gothic Revival house built before 1855 survives at 15 Grattan Street. Both these houses once had grounds stretching down to the river.<sup>30</sup> Another surviving pre-1855 Hawthorn building in the Gothic Revival style is Christ Church constructed in 1853-54 on the Village Reserve. Designed by the architect, Charles Vickers, and built of coursed bluestone with a slate roof, this church remains as a local landmark on an elevated site and is a reminder of where the rural village of Hawthorn began.<sup>31</sup>

"Grace Park House" at 19 Chrystobel Crescent is yet another villa built for an early settler on land purchased in the 1840s. Constructed circa 1857 for Michael Lynch, a wealthy city publican, it was designed by the well known colonial architect, John Gill,<sup>32</sup> and formed the centrepiece for the 1884 subdivision of the Grace Park Estate at which "the most magnificent residence sites ever (were) offered to the public".<sup>33</sup>

Although this group of fine Gothic Revival buildings survives, nothing remains of the humbler Hawthorn dwellings of this era, the architecture of which was apparently of a very primitive kind. One account tells how,

The majority of the houses were built of palings imported from Tasmania, or of iron, but those in the outlying districts were generally merely wattle-and-daub huts.<sup>34</sup>

Bonwick, writing in the 1850s, probably had such houses in mind, when he commented on "What charming little rural homes are dotted about!".<sup>35</sup>

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<sup>29</sup>. *The Heritage of Australia*, 1981, 3/32.

<sup>30</sup>. Ibid. See Kearney Map.

<sup>31</sup>. Ibid.

<sup>32</sup>. *Argus* 23 Feb. 1857, 10 April 1858.

<sup>33</sup>. G. McWilliam, "Grace Park Hawthorn", Hawthorn Historical Society, Area Walk IV, 1987/88.

<sup>34</sup>. Colles, p. 26.

<sup>35</sup>. Bonwick, p.2.

### 3.2.5. Infant Industries

Local industries have played a significant role in Hawthorn's history and began at a very early stage with village woodcutters supplying Melbourne with firewood and building material. Indeed, soon after the settlement of Melbourne, "The merry ring of the axe was to be heard in the red-gum groves of Boroondara".<sup>36</sup> One writer described how, in the 1850s,

Burwood-road, the old and original thoroughfare, existed as a track, very muddy and ill-kept, truly, along which rolled creaking wood-carts and bullock drays, bearing produce to town, and taking back supplies to the settlers.<sup>37</sup>

At this time, the Hawthorn village population was summed up as consisting of carters, labourers and gentry.<sup>38</sup>

During the 1850s and later there were also some small market-gardens, orchards and vineyards operating in Hawthorn. Also, less picturesquely, there was a tannery run by an early settler, Treacey, and boiling down works on the Gardiner's Creek river bank between Glenferrie and Auburn Roads,<sup>39</sup> which, according to Bonwick was "Bloodier work than ever has been/At Linden Prague or Waterloo".<sup>40</sup> These unsavoury industries which continued to flourish along the riverbanks of industrial Collingwood, soon disappeared during the next decade when Hawthorn blossomed as a middle-class "garden suburb".

The most important early industry, and one which was to play a vital role in the future growth and development of Hawthorn, was the manufacture of bricks. Early brickmakers, George Ellis and Spencer, reputedly began to manufacture bricks in 1853 at the clayfields at the end of Smart and College Streets and in the vicinity of Elgin and Connell Streets. Gwen McWilliam also describes early brickmaking operations on the corner of Glenferrie and Oxley Roads and near Victoria Road. Significant names associated with Hawthorn brickmaking, which had links with the local building track, included the family of the architect, Augustus Fritsch, John and Henry Holzer and John Spear.<sup>41</sup>

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<sup>36</sup>. Colles, p.8.

<sup>37</sup>. Ibid. p.5.

<sup>38</sup>. John Alexander Allan. "The History of Camberwell (Victoria), 1841-1954", Part II, p. 57.

<sup>39</sup>. Information supplied by Gwen McWilliam, Map No. 2, 1991; G. McWilliam, *Hawthorn Peppercorns*, pp. 136, 143-147.

<sup>40</sup>. Bonwick, p.5.

<sup>41</sup>. Smith and Corrigan, p.67; Colles, pp. 26-27; McWilliam, p.148.



### 3.3 Growth of Hawthorn as a Victorian Garden Suburb. 1856-1900.

#### 3.3.1. Local Government & Growth of the Town.

During the 1850s and 1860s, the colonial dream of owning a villa set in its own garden was realised for many thousands of Victorians as suburbs sprawled outwards and as the new railways and horse-drawn cabs and wagons "made it possible for middle-class people as for the wealthy who owned coaches to live in the suburban dream world and commute to the city".<sup>42</sup>

By 1853, large-scale subdivisions had begun around the fringes of the city which in the next few years, spread in all directions. Garden, in his history of Victoria's development, comments on Hawthorn's part in this trend:

An indication of the spread of growth is that the village site subdivided by the government for Hawthorn in 1852 became a Municipality in 1860. This endowment of local government is a useful indication of the pattern of Melbourne's growth.<sup>43</sup>

#### Boroondara Road District

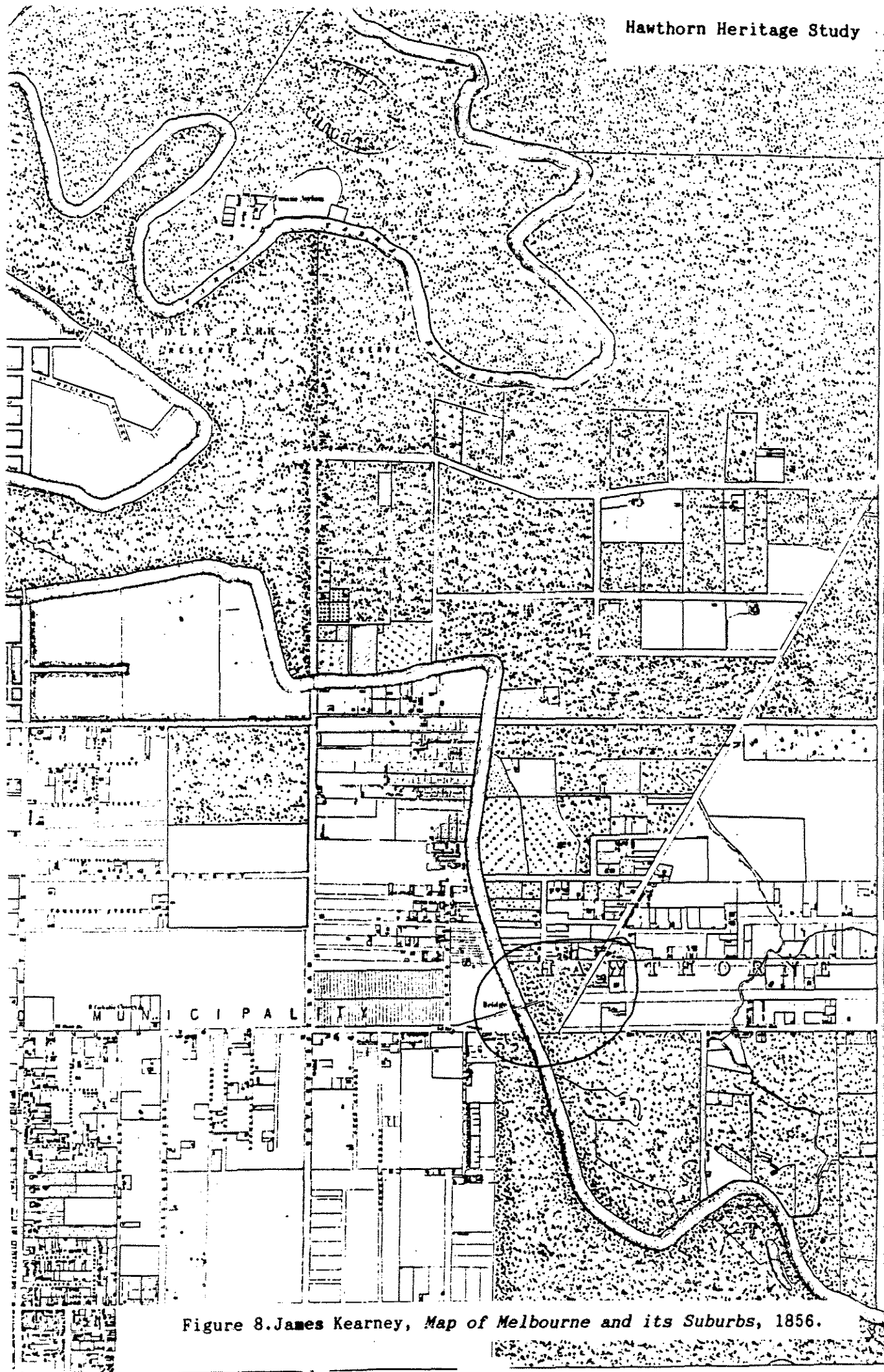
Hawthorn was among the small villages scattered around the outskirts of Melbourne which, before securing municipal status, established a Local Road District under the jurisdiction of a Central Board, as a first step in the direction of local government. The Boroondara Road District (which included Hawthorn, Kew and Camberwell) was among the first established on the rural urban fringe under the 1853 Roads Act and was the one nearest to Melbourne. By 1856, when the Road District was formed, a busy road traffic had developed throughout Boroondara, mainly associated with wood-carting, while some roadside inns had already been established. But the potential of this business was hampered by the deterioration of the unmade roads. Road improvements were sought in order to foster population growth and trade. Significantly, this move was opposed by the prominent Hawthorn settler, Palmer, who had become a liquor merchant and "was oriented towards his city business and had no interest in improving the hinterland that comprised Boroondara. Such conflict between large and small landowners and between squatters and townspeople was typical in the early campaigns for local government. It did not, however, prevent the spread of district roads boards, which were encouraged by the provision of annual grants towards roadmaking from the colonial government."<sup>44</sup>

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<sup>42</sup>. Don Garden, *Victoria: A History*, Melb., 1984, p. 99.

<sup>43</sup>. Ibid.

<sup>44</sup>. Barrett, pp. 196-198. During the 1950s district roads boards were formed in Boroondara, Gardiner and Heidelberg; Smith and Corrigan, p. 40.



James Kearney. Map of Melb. & its Suburbs.  
1856.

James Kearney.  
Map of Melbourne & its  
Suburbs, 1856.

Figure 8. James Kearney, Map of Melbourne and its Suburbs, 1856.



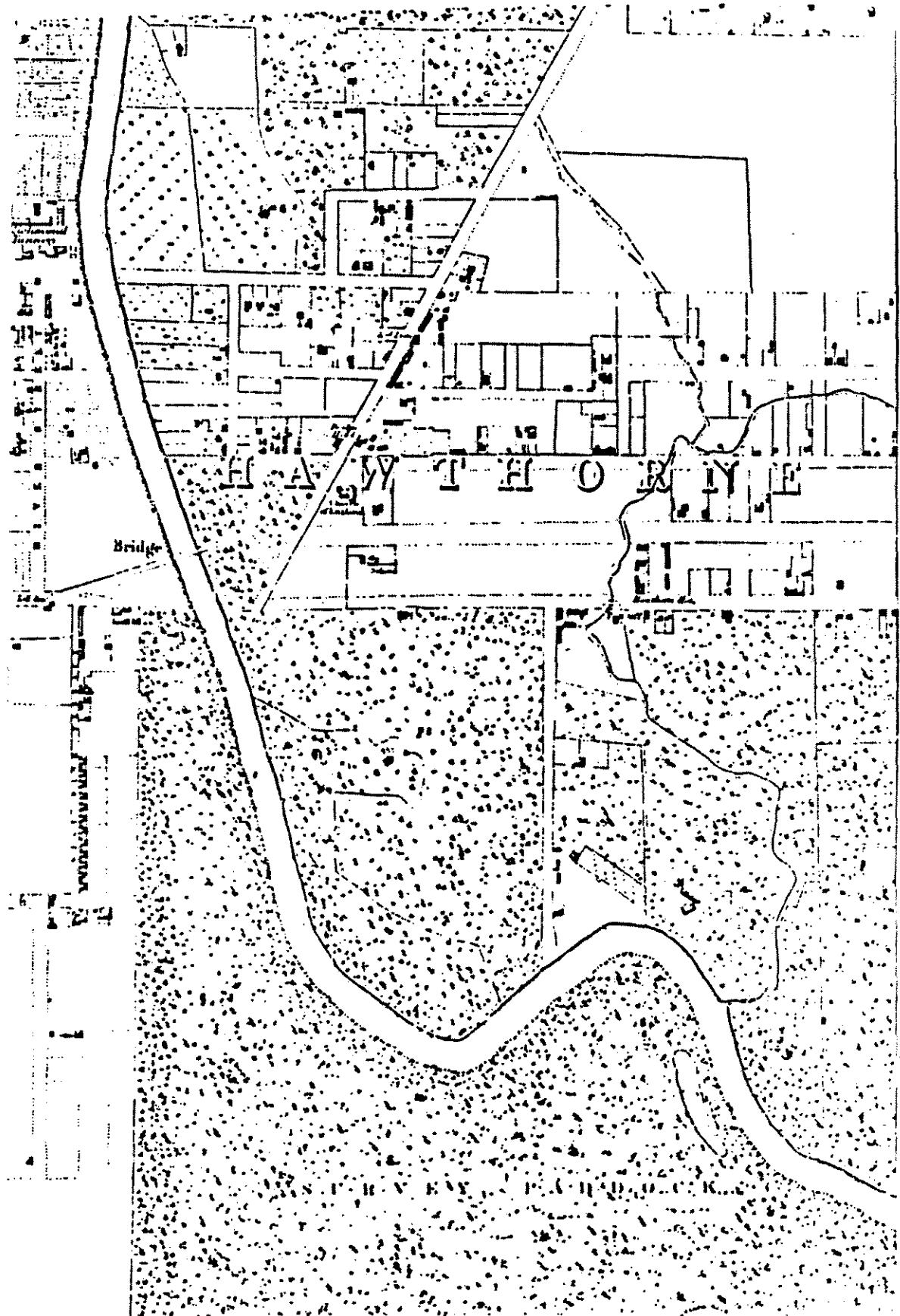


Figure 8a. "Enlargement of Figure 8."



Hawthorn (or Hawthorne as it was named on some early maps) was still a very small settlement in 1856 when James Kearney produced his Map of Melbourne and its Suburbs. The main cluster of township buildings was in the vicinity of the Village Reserve, near Christ Church and the Bridge Hotel and Red Lion Hotel on opposite sides of Church Street. Churches and hotels continued to be major landmarks in Hawthorn as in other Victorian era towns. A National School was indicated on the Village Reserve, while the Hawthorn Hotel, owned by the early settler, John Connell, and a Post Office were located on Burwood Road near Yarra Street. Palmer's and Pinnock's residences with their extensive grounds stretching down to the river and Gardiner's Creek were shown, together with a number of other smaller riverside properties near Creswick and Mason Streets. The Beehive Hotel was marked on Church Street near Barkers Road. By contrast, the Richmond Municipality on the other side of the river, was shown in Kearney's map as a much more built-up area with numbers of dwellings in its many neatly laid-out suburban streets.

#### Municipal Government and Suburban Growth

The 1860s was a decade of great change and growth in Hawthorn. In the late 1850s a movement developed in the Hawthorn village for secession from the Boroondara Road District and the formation of a separate municipality. It was argued that Hawthorn's population, which reached 2342 in 1861, was bigger than that of country towns like Kilmore, Kyneton and Warrnambool which already had councils. Hawthorn elected its first Council in August 1860.<sup>45</sup>

A great change took place at this time when the centre of the Hawthorn township was transferred from the area around the old Village Reserve to an area on the corner of Burwood and Glenferrie Roads, following the construction of the first Town Hall, Court House and Municipal Offices there in 1861. This intersection became the geographical centre of an expanding Hawthorn and in time developed into one of Melbourne's most important shopping centres with its mix of fine 19th and 20th century commercial and public buildings. By 1862 there was a library and police quarters there and, later in the decade, new Wesleyan and Presbyterian Churches were constructed nearby. A sign of the times was the decision of Hawthorn's Catholics to build their Church of the Immaculate Conception in this area in 1867-68, rather than extending their chapel and school in the Village Reserve.<sup>46</sup>

The first work of the new Council was to make and channel old streets, lay out new ones, and make improvements to street lighting. At the same time, "a new and splendid bridge" was built across the river. Trade prospered and many new shops replaced the few meagre stores of the past decade. Suburban existence was made more comfortable, also, by the provision of water and gas services. Hawthorn, again, was in advance of other towns in the Boroondara district. The Yan Yean water supply was extended to Hawthorn in 1865, some few years before Camberwell (1872) and Kew (1878).<sup>47</sup>

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<sup>45</sup>. Barrett, p.246.

<sup>46</sup>. Gwen McWilliam, "History of the Area", *Hawthorn Conservation Study*, 1983, Section 1, pp.3,4.

<sup>47</sup>. Smith and Corrigan, pp. 41-43, 68; Garden, p.177.

Another most important event in Hawthorn's development at this time was the advent of the railway. In 1861, the Hawthorn Railway Station was built near the old Village Reserve. The extension of the railway line from Melbourne stimulated subdivision, residential building and commercial expansion. As Marc Askew has pointed out,

The suburb's commercial spines of Auburn, Glenferrie and Burwood Roads developed, so that by the mid-1870s commercial and retail activities were diversifying and supplying needs which had hitherto only been served by inner suburban or metropolitan shopping and service centres.<sup>48</sup>

Such developments were accompanied by an influx of middle-class residents to Hawthorn. Up to this time, the Hawthorn population was made up of wealthy city merchants and professional gentlemen who could afford to drive in and out of Melbourne every day, and market gardeners, orchardists and bricklayers who made their living in the district. After the arrival of the railway "the way was opened up for the clerk and the higher grade of mechanics, and those took advantage of it in great numbers".<sup>49</sup>

With the achievement of municipal status and the advent of the railway, Hawthorn gradually changed from a small rural village into a thriving Victorian town "in which all the necessities of a civilised life was obtainable".<sup>50</sup> When Hawthorn became a Borough in 1866,<sup>51</sup> an official plan was drawn up which shows development by that time. The Plan of the Borough of Hawthorn demonstrated that most of Hawthorn's major roads were already laid out and that some allotments sold in the government sales of the 1840s and 1850s had been re-sold. A notable subdivision was Murphy's subdivision of allotment 70 into the Village of Rathmines Estate and the creation of Harcourt Street. The Town Hall was marked on the 1866 map and the Hawthorn Railway Station near the Village Reserve. Extensive Garden Reserves were shown near the Hawthorn Bridge. Further east, the Count de Dollon's vineyard was marked close to Gardiner's Creek on the southern portion of Nathaniel Guthridge's allotment 1A(now 5A).

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<sup>48</sup>. Marc Askew, *Historical Themes*", *Camberwell Junction Strategy Plan*, 1990, p.14.

<sup>49</sup>. Smith & Corrigan, p. 91.

<sup>50</sup>. Ibid. p. 41.

<sup>51</sup>. Under the *Municipal Institutions Amendment Act* of 1863 all municipalities excepting those created under NSW Acts (i.e. the City of Melbourne and the Town of Geelong) were designed "boroughs with mayors". See Barrett, p. 293.



Writing in the 1890s, Smith and Corrigan concluded that, by the 1860s,

Hawthorn possessed all the requisites of a residential suburb, and it is not to be wondered at that city men now began building themselves comfortable homes and sometimes mansions, in a place where it was possible to have extensive grounds, and where all the surroundings were both healthy and charming.<sup>52</sup>

### 3.3.2. Subdivisions and Development in the 1870s.

The trend towards subdivision of Hawthorn allotments sold in the government sales of the 1840s and 1850s, which began in the middle 1850s and continued into the 1860s, gathered momentum during the 1870s. This was a decade when whole estates were subdivided into new lots in new roads. Following the death of some leading district pioneers, large properties were sold to developers who carved them up into residential suburban lots. This set the scene for the momentous events of the 1880s boom period.<sup>53</sup> In 1871, for example, the theatrical entrepreneur, George Coppin, cut up Palmer's lands into the St. James Park Estate, creating Isabella, Coppin and Shakespeare Groves. Peter Langwell laid out and sold Manning-tree Road, while Launder's Paddock between Burwood and Oxley Roads was cut up into building allotments and sold. Another 1870s subdivision resulted in the formation of Lisson Grove.<sup>54</sup> The developers Le Cren, Harston and Bradley sold allotments on both sides of Lisson Grove. This subdivision has been described as,

the first really speculative venture in subdivision in Hawthorn; and as these vendors bought at agricultural values and sold at residential prices, it is needless to say that their profits were satisfactory.<sup>55</sup>

### 3.3.3. Middle-Class Villas in Garden Settings.

According to Gwen McWilliam, by the 1890s, Lisson Grove was,

Hawthorn's most fashionable avenue - a quiet tree-lined street of lovely homes in large gardens, with tennis courts, orchards, coach houses, summer houses (and fowl yards) of the notable or well-to-do, to the envy of the neighbourhood.<sup>56</sup>

Indeed, from the 1880s Hawthorn was noted for its many villa residences in garden settings. The 1886 Melbourne Municipal Directory reported that "villa residences of the latest architecture are being rapidly constructed in this popular suburb" and commented that, "the healthy and attractive district of Upper Hawthorn having been made easy of access by increased railway accommodation to the city and elsewhere, villa residences are being

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<sup>52</sup>. Smith and Corrigan, pp. 41-42.

<sup>53</sup>. Information supplied by Gwen McWilliam.

<sup>54</sup>. Smith and Corrigan, pp. 97-99.

<sup>55</sup>. Ibid. p.98.

<sup>56</sup>. Gwen McWilliam, "Lisson Grove", Hawthorn Historical Society, 1989.

extensively erected in the vicinity of the station".<sup>57</sup> This was, presumably, the new Glenferrie Railway Station opened in 1882. An 1889 publican remarked that "Hawthorn and Kew may be mentioned as very pleasant residential suburbs rich in villas and gardens."<sup>58</sup> Again, in 1893, Hawthorn, which had become a town in 1887 and a city in 1890, was described as "healthy and otherwise agreeable". The writers explained that "professional men and others have established themselves in elegant residences of no mean architectural order...."<sup>59</sup>

Hawthorn's promotion to 'town' and then 'city' status was a further indication of the suburb's increasing population and wealth. Under the Borough Statute of 1869 any borough with a total income exceeding 10,000 pounds a year might apply to be gazetted as a 'town', an offer taken up by the wealthiest boroughs. Later, under the 1874 Local Government Act, the wealthiest 'towns' could apply to become 'cities'. Again, wealthy towns like Hawthorn accepted the offer.<sup>60</sup>

Writing of life in Melbourne's towns in the Victorian age, Cannon described suburban Hawthorn as developing in a similar fashion to Brighton, "becoming dotted with substantial middle-class villas". During this era, the dividing line between middle-class and working-class suburbs was the Yarra River. Everything north of the Yarra and along its lowest reaches tended to "sink into neglected worker's suburbs", while south of the Yarra and east of St. Kilda Road "tended to be preserved, developed and beautified for the all-powerful bourgeoisie". From the 1860s, Hawthorn had been "transformed by steam trains, large villas, expensive schools, thriving shops and busy highways".<sup>61</sup>

Family life in "the privileged suburbs", argues Cannon, had as its key element, the family home. At the top of the scale were the "huge mansions of the extremely wealthy upper middle-class". However,

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<sup>57</sup>. *Melbourne Municipal Directory*, 1886, pp. 66-67. All the areas outside the Village Reserve were designated originally as "Upper Hawthorn".

<sup>58</sup>. *Cassell's Picturesque Australasia*, ed. E.E. Morris, 1889 (fasc. copy) p. 69.

<sup>59</sup>. *Melbourne Municipal Directory*, 1893, p.162.

<sup>60</sup>. Barrett, pp. 298, 300.

<sup>61</sup>. M. Cannon, *Life in the Cities*, Melb., 1975, vol. 3, pp. 63,75.

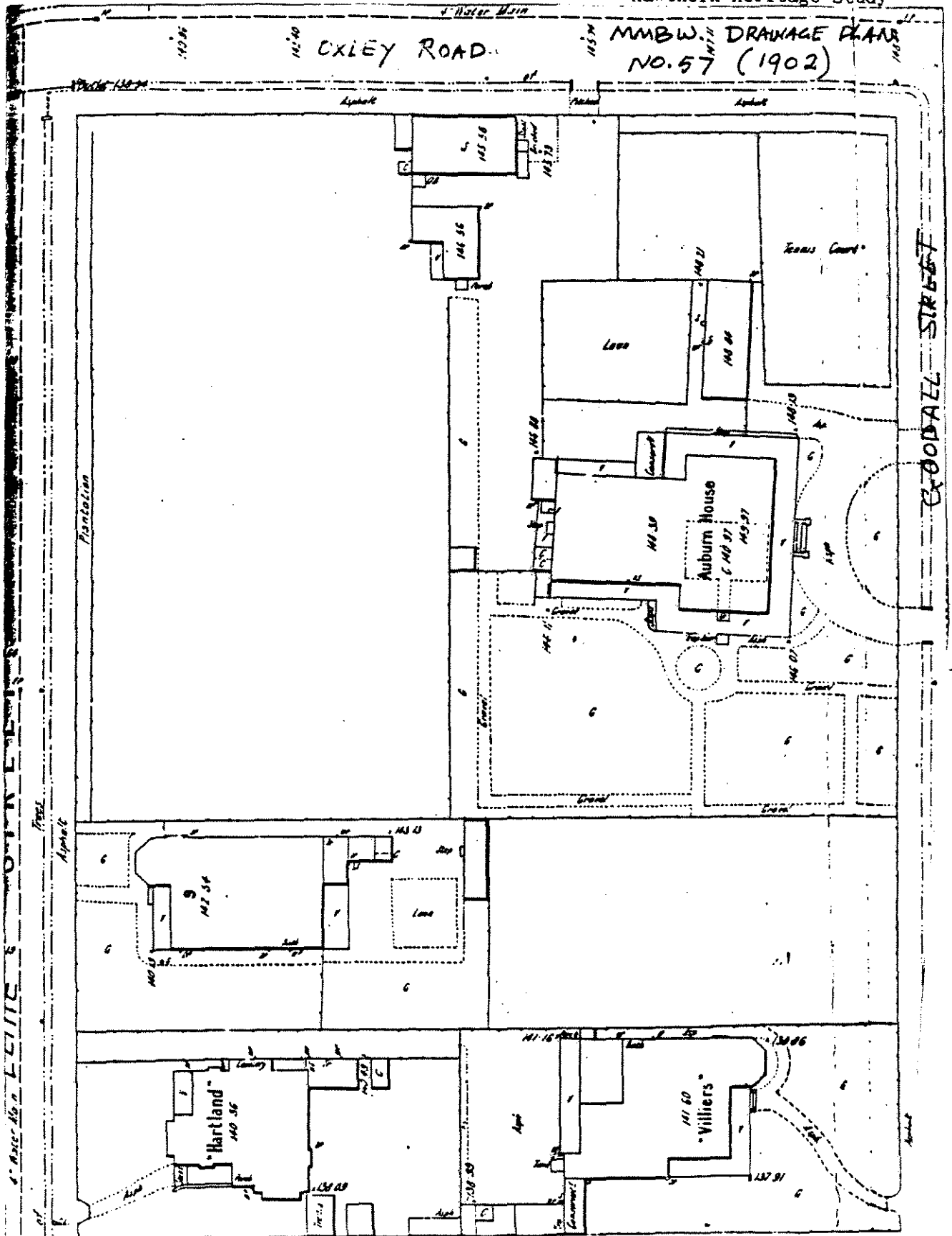


Figure 10. Villas in garden settings: A turn of the century MMBW drainage plan showing the garden lay-out of "Auburn House" at 4 Goodall Street, Hawthorn.

More typical of Melbourne urban life was the rapid and continuing building of medium-sized to large villas which houses the bulk of the middle class. These, for more than the mansions, created the vast areas of 'desirable suburbs' which spread across the best land surrounding each city, remote from the smoke, grime and 'undesirable' inhabitants of the industrial suburbs.<sup>62</sup>

Young professional men might choose a single-storied suburban villa, while the more successful and ambitious might select a two-storey house, which could almost be called a mansion.<sup>63</sup> McWilliam has confirmed that this pattern was typical also of Hawthorn. The most affluent citizens built their large houses on, but set back from, the main roads, or "clustered near the hill-tops with the best views and away from the drains". The less affluent built more modest homes close to the new railway stations of Glenferrie or Auburn or along the "promised horse tram routes".<sup>64</sup> The poorest built their cottages on lower land near the town's industrial areas, most notably in Smart and College Streets.

A recent *Urban Character Study of Hawthorn* confirmed the correlation between an owner's wealth and social status and the geographical location of his property, the size of the allotment and of the house erected upon it. This Study took as an example the changes in built form observable within the area bounded by Auburn, Barkers and Burke Roads and the railway. From the railway line northwards to Rathmines Road or the commencement of the rise, the writer noted "closely subdivided allotments with small uniform timber and brick cottages and average sized detached Victorian villas". Climbing the hill northwards from Rathmines Road, the allotments became larger as did the houses. Finally, at the top of the hill at Harcourt Street and Barkers Road, there were "large villas and mansions surrounded by extensive gardens and views southward across the valley".<sup>65</sup>

Fortunately there are a large number of surviving examples of Hawthorn's Victorian era villas, often regarded as most typical of the suburb's building stock. Mainly dating from the 1880s and early 1890s, although McWilliam argues that buildings of the late 1890s may be even grander, some are still relatively intact. These villas remain as key elements in Hawthorn's heritage and, as such, have been examined in some detail in the present Study.

Among the best known are the collection of residences built on elevated sites in Harcourt Street, which have been identified in many studies and were constructed in the 1870s and later from the designs of the distinguished architect, John Beswicke. They were mainly built for members of his own

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<sup>62</sup>. Ibid. p. 231.

<sup>63</sup>. Ibid. pp. 232-233.

<sup>64</sup>. Information supplied by Gwen McWilliam.

<sup>65</sup>. David Bick, "Phases of Historic Development", *City of Hawthorn. Urban Character Study*, April 1985, Vol. 1. p.9.

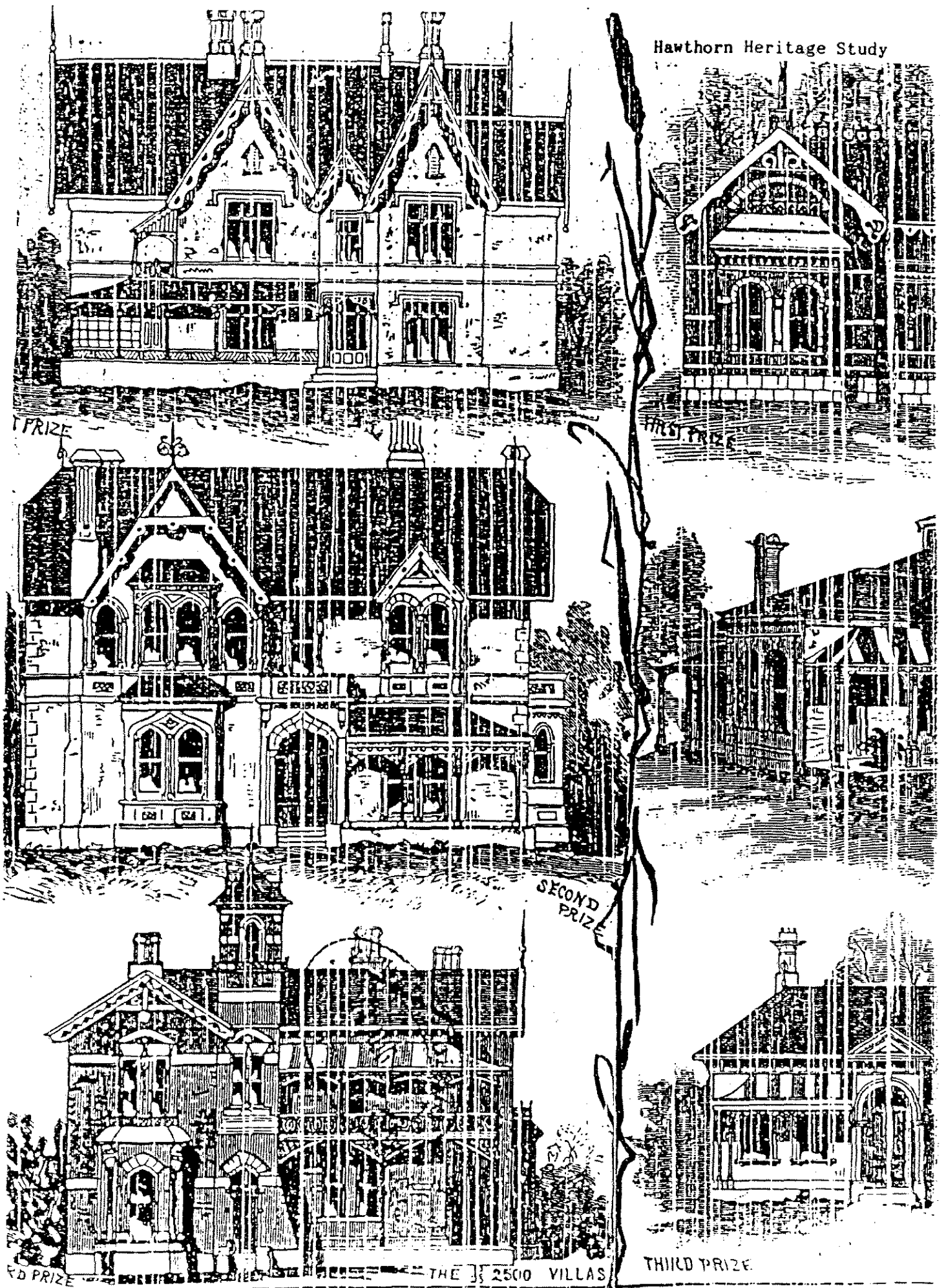


Figure 11. *Grace Park Prize Designs*: Winners in an architectural competition organised by Henry Byron Moore, from an article in the *Australasian Sketcher*, 30 June 1884.



family. They include "Carn Brae" at 5 Harcourt Street (1873 with substantial additions in the 1920s designed by Harry Norris), the Tudor-style "Hilton House" at 13 Harcourt Street (1880-81) and "Rotha" at 29 Harcourt Street (1887-88) with its dominant bay window and three steep gables infilled with an intricate fretwork pattern. Beswicke was also responsible for the design of the impressive 1888 Hawthorn Town Hall which replaced the earlier building on the corner of Glenferrie and Burwood Roads and also for Auburn's notable three-storeyed shops.<sup>66</sup>

A surviving villa associated with the early 1870s subdivision of St. James Park at 6 Coppin Grove was built in 1879 for William Brahe, German Consul, most probably from the designs of the distinguished architect, J.A.B. Koch, who was responsible for a number of other important Hawthorn buildings including some in Hawthorn's two major shopping centres at Glenferrie and Auburn Roads.<sup>67</sup> An 1880s villa residence, "Alverno", at 53 Mary Street, was associated with the 1884 Grace Park subdivision of publican Michael Lynch's former property. With its grand tower and decorated pillars, it was built in 1889 for a distinguished colonial, W.H. Archer, Registrar - General.<sup>68</sup>

Typical of the surviving double-storeyed villas erected for the more affluent is "Kawarau" (formerly "Warrington") at 405 Tooronga Road built in 1893 for Robert Robinson, grain and produce merchant, and added to at the turn of the century for the second owner, F. J. Cato, merchant grocer. This Hawthorn landmark, which once had spacious grounds of 22 acres, stables, a summerhouse and tennis courts, was also reputedly designed by Beswicke.<sup>69</sup>

#### 3.3.4. Workers Cottages and Associated Industrial Areas.

Wood-cutters, market gardeners and brickworkers were among Hawthorn's earliest settlers, arriving at least a decade before the tiny village was transformed into a popular middle class suburb. Nothing remains of the early dwellings of Hawthorn's humbler pioneers. However, there are several pockets of modest houses of a later period on small allotments, which seem to be associated with former industrial areas, particularly brickworks sites. These are reminders of an important element in Hawthorn's early industrial history.

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<sup>66</sup>. G. McWilliam, "Village of Rathmines", Hawthorn Historical Society Area Walk V, 1987-88; National Trust Files Nos. 2994, 4779; *Hawthorn Conservation Study Harcourt Street Area*, Loder and Bayley, Jan. 1978.

<sup>67</sup>. *St. James Park, Hawthorn*, National Trust, n.d.

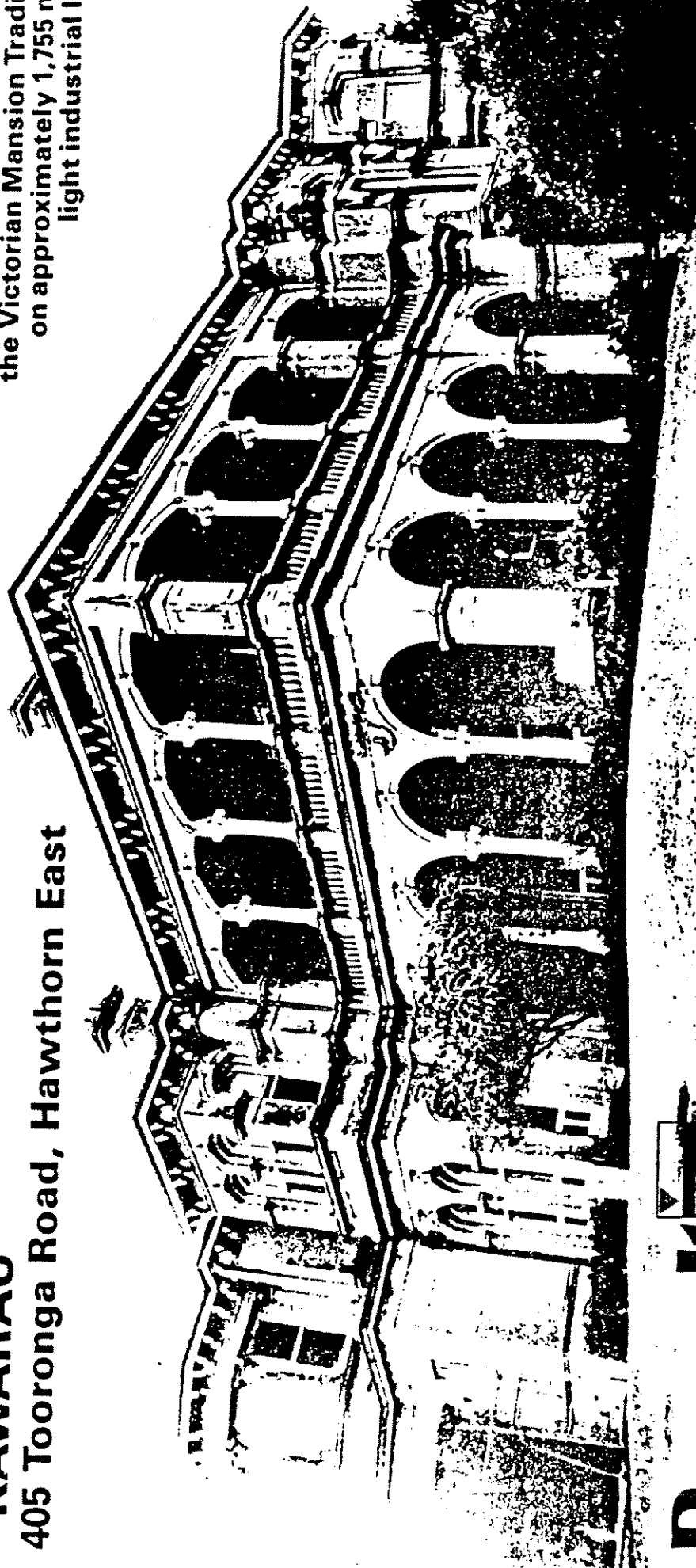
<sup>68</sup>. G. McWilliam, "Grace Park, Hawthorn", Hawthorn Historical Society Area Walk IV, 1987-88.

<sup>69</sup>. National Trust File No. 1554; G. McWilliam, "Tooronga", Hawthorn Historical Society Area Walk VIII, 1990. It is now known as "Stephanies".

# Hawthorn Landmark Auction "KAWARAU" 405 Tooronga Road, Hawthorn East

1834.

[1979 Auction.]  
A special property of 20 room  
the Victorian Mansion Trad  
on approximately 1,755 m  
light industrial l



Hawthorn Heritage Study

**Barry Iles**  
793 GLENFERIE RD. HAWTHORN  
REAL ESTATE AGENTS

—AUCTIONEERS • QUALIFIED VALUERS • REAL ESTATE AGENTS  
Tel. 818 1361 A.H. C. Moran 592 9671  
D. Brindley 29 4000

Figure 12. A grand Victorian villa mansion: A 1979 auction notice for the former "Kawarau" (later, "Stephanies") at 405 Tooronga Road, Hawthorn. Once the old Cato family home.

Clayfields are marked on early 1850s maps near the old Village Reserve.<sup>70</sup> Smith and Corrigan writing in the 1890s, told of claypits in the 1850s at the end of Smart and College Streets and on the corner of Elgin and Connell Streets.<sup>71</sup> Writing later, in 1910 Colles suggested that the Glenferrie/Oxley Road area was another site of brickmaking activity.<sup>72</sup>

Gwen McWilliam, who has researched Hawthorn's brickmaking sites more recently and in greater detail, confirms that Connell Street was a centre of brickmaking from the 1850s, although the oldest surviving cottages only date from the 1880s. She describes the Barton/Connell Street area as "the small industrial centre" of Hawthorn in the 1850s and tells of Henry and John Mould, brickmakers, who had clayholes close to the creek in Mason Street and on the east side of Barton Street. A hotel, appropriately named the Bricklayers Arms, stood in Barton Street at least from 1866. This area was sold for subdivision in 1885, the scars of the old claypits resulting in the area being regarded as suitable only for working-class housing or for the creation of small municipal parks, such as the Smart Street and Mason Street Reserves.<sup>73</sup> McWilliam also refers to the "last big claypit in the area", located on the north west corner of Elgin and Connell Streets and extending across to Fashoda Street. The oldest buildings identified in the *Elgin Street Area Study* dated from the 1870s and 1880s and, as Dr. Lewis has pointed out, included both working-class and lower middle-class housing.<sup>74</sup>

An 1896 MMBW drainage plan shows large clusters of small dwellings on small allotments in Smart and College Streets, mainly constructed of timber but with an occasional brick house. Brickfields sites are indicated in the vicinity at the end of Smart and College Streets and on the corner of Mason and Barton Streets.<sup>75</sup>

Another most important 19th century brickmaking site which strongly influenced building activity in the area was located south of Camberwell Road (now occupied by Swinburne Technical College). The family of the architect, Augustus Fritsch and the brickmaking Holzer family were located here from the 1870s, transferring from Victoria Road where they may have operated in a small way from an earlier date. The Fritsch/Holzer brickworks are shown on a 1902 MMBW drainage plan, a large complex of buildings, with clusters of small

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<sup>70</sup>. *Boroondara, Prahran, Melbourne South*, A.R.C. Selwyn for the Mines Department, 1859.

<sup>71</sup>. Smith and Corrigan, p. 67.

<sup>72</sup>. Colles, p. 26.

<sup>73</sup>. G. McWilliam, *Hawthorn Peppercorns*, pp. 148

<sup>74</sup>. Miles Lewis, *Elgin Street Area. Hawthorn Conservation Study*, Loder and Bayly, n.d.

<sup>75</sup>. MMBW drainage plan, *Richmond and Hawthorn*. No. 41 (1896).

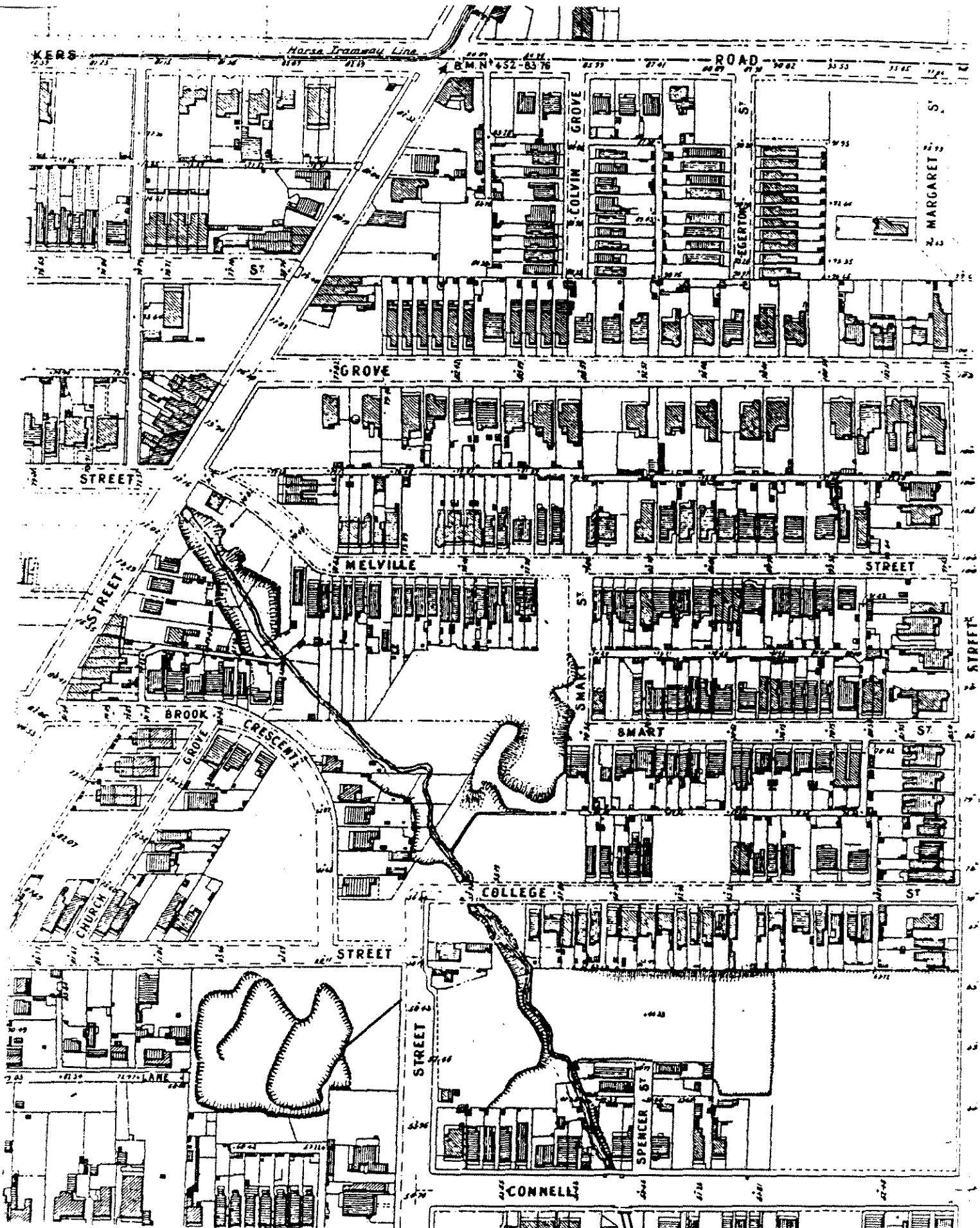


Figure 13. *Workers Cottages: The brickmaking area around Smart and College Streets with their small allotments, from an 1896 MMBW drainage plan of Richmond and Hawthorn.*

timber houses and some brick cottages in the nearby new streets of Redfern Road, Council, Russell and Rose Streets and Burke Avenue. McWilliam has evidence of two brick houses owned by the Holzers in Redfern Street and of a brick pair owned by the Fritsch's in Bowler Street.<sup>76</sup> Marc Askew suggests that the row of brick shops shown in the MMBW drainage plans extending along Camberwell Road were constructed to serve this emerging community.<sup>77</sup>

### 3.3.5. Subdivisions of the 1880s and the growth of Hawthorn's Shopping Centres.

Hawthorn's commercial shopping centres have been a major component in its success as a middle-class residential suburb. These centres had their origins in the 1850s but on a very small scale when clusters of small shops sprang up near the Village Reserve. Currently, one of the suburb's subsidiary shopping centres in Burwood Road near Hawthorn Station is located close to the old Reserve site and still retains something of its village character and charm, although Hawthorn Square seems out of character.<sup>78</sup> However, the most significant growth and development in Hawthorn's three major shopping centres in Glenferrie Road (the Town Hall precinct), Auburn Road and in Burke Road near the Junction, did not commence until the 1880s and 1890s, following the subdivisions of those decades and the opening in 1882 of new railway stations at Glenferrie and Auburn. The oldest buildings at these shopping centres date from this period.

Earlier conservation studies examined the evolution of Hawthorn's major shopping centres and a number of secondary centres including the one at Burwood Road near Hawthorn Station and another at the intersection of Riversdale and Auburn Roads which, like the major centres, did not develop until the 1880s and 1890s.

#### The Glenferrie Shopping Centre

Located on the corner of Glenferrie and Burwood Roads, the Glenferrie Shopping Centre forms part of an important commercial/civic precinct centred on the Hawthorn Town Hall. It became one of Melbourne's major shopping centres and is significant both from an historic and architectural point of view for its fine streetscapes, which include excellent examples of both 19th and 20th century commercial and public buildings. In the 1860s, as the result of the opening of Hawthorn's first Town Hall, Court House and Municipal Offices in Burwood Road in 1861, this precinct became Hawthorn's town centre in place of the area around the old Village Reserve.

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<sup>76</sup>. Ibid. No. 57 (1902); information supplied by Gwen McWilliam.

<sup>77</sup>. Ibid. Marc Askew, *Camberwell Junction Study*, pp. 17-19.

<sup>78</sup>. *A Middle-Ring Suburb*, Centre for Environmental Studies, University of Melbourne, June 1979, p.63.

However, the Glenferrie Shopping Centre did not make any substantial progress as a shopping centre until the 1880s when the Glenferrie Railway Station was opened and a new Town Hall and Municipal Offices was erected, designed in 1888 by Beswicke. MMBW drainage plans of 1896 and 1901/2 show the Town Hall and a number of other substantial 19th century buildings in this precinct which survive today and form an important part of Hawthorn's heritage. They include the former E.S. & A. Bank of 341 Burwood Road designed in 1874 by Terry and Oakden; the R.C. Church of the Immaculate Conception, a Gothic Revival building designed in 1868-69 by Crouch and Wilson, with 1891 additions by the firm Reed, Smart and Tappin. Adjoining this fine church is the 1882-83 Presbytery designed by William Ellis (now the Catholic Club). Another important 19th century building, the former Commercial bank, shop and residence designed in 1891 by E.G. Kilburn, still stands on the south west corner of the intersection, while the Glenferrie Hotel built in 1888-89 from the designs of James Wood is at 328 Burwood Road.<sup>79</sup> Churches, hotels and banks continued to dominate the Hawthorn urban landscape as distinctive local landmarks.

### Auburn Shopping Centre

Another major Hawthorn shopping centre, located at the intersection of Auburn and Burwood Roads, was, according to McWilliam, "the grandest shopping development.... during the mid 1890s....., which was apparently meant to have been the shopping centre to which residents of Camberwell, Box Hill and beyond flocked". The Auburn shopping centre is most notable for its rare surviving examples of three-storeyed Victorian shops designed by John Beswicke, complemented by other shops nearby, many also designed by Beswicke. "It was felt", comments McWilliam, "that those grand shops could not fail to attract custom, and the building of shops continued east past a row of large houses, as well as west along Burwood Road" (still Hawthorn's main road).<sup>80</sup> The 1902 MMBW drainage plan of Hawthorn shows brick commercial buildings lining both sides of Auburn Road and along one side of Burwood Road in the vicinity of the station. The other buildings in Auburn Road near the brick Tower Hotel on the corner of Camberwell Road are all timber except for a group of four brick villas set well back from the streetline. The historic hotel was rebuilt circa 1939.<sup>81</sup>

### Burke Road Shopping Centre

Burke Road on its Hawthorn side only emerged as a major commercial shopping centre from the 1880s and 1890s following further subdivision and the opening of the Camberwell Railway Station in 1882. On the Hawthorn side, north of the railway, there was building activity in the 1880s with the construction of the Palace Hotel in 1888 and a strip of shops built at the same time, which still survive. South of the railway on the Hawthorn side little development

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<sup>79</sup>. *Hawthorn Commercial Area Conservation Study, Auburn, Glenferrie, Auburn Roads*, Graeme Butler, 1983; *A Middle-Ring Suburb*, pp.45-51.

<sup>80</sup>. McWilliam, "Auburn Village", Hawthorn Historical Society, 1988; *Upper Hawthorn*, p. 11.

<sup>81</sup>. MMBW drainage plan No. 57 (1902); *A Middle-Ring Suburb*, p.56.

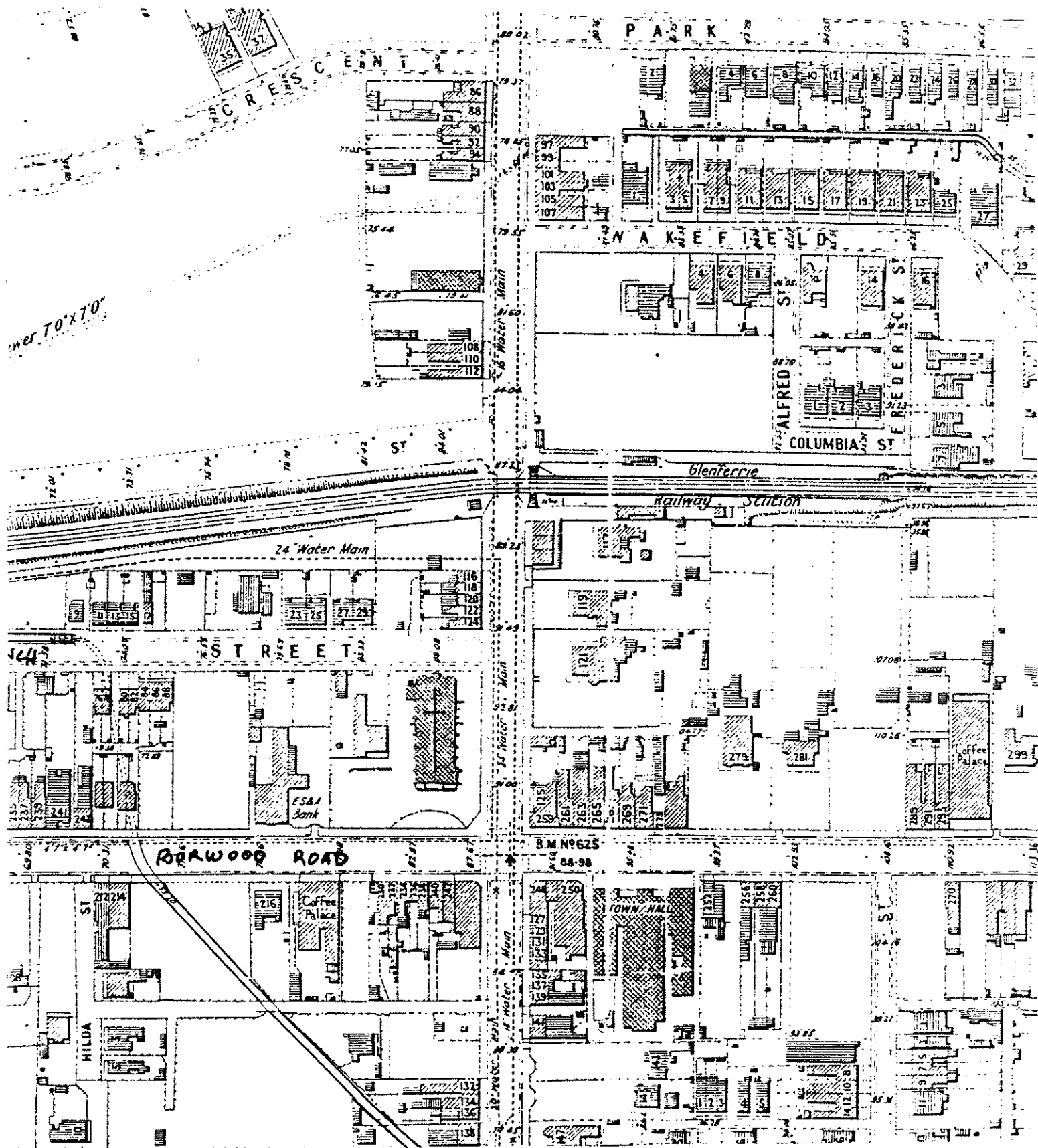


Figure 14. Glenferrie Road Shopping Centre, from a 1902 MMBW drainage plan of Hawthorn.

occurred by the 1890s as the land still had not been released for sale. However, the area between Camberwell Road and Burke Road and along Camberwell Road to the Junction was rapidly developed at this time, influenced by the establishment of the extensive Hawthorn brickworks and quarries in the vicinity. Marc Askew has described the brick shops along Camberwell Road which served this community.<sup>82</sup>

The most striking changes to the Burke Road commercial area at this time, according to Askew, were at the Junction itself. This was mainly on the Camberwell side but the dominant E.S. and A. Bank on the Hawthorn side on the corner of Burke and Riversdale Roads was a prominent local landmark. It was designed in 1885 by the distinguished architects W.W. Wardell and W.L. Vernon. Hawthorn's Camberwell Road shops were also notable. Askew concludes that at this time Camberwell was "a phase behind that of the Hawthorn business streets" with "their rows of two- and three- storeyed shops and stores presenting ornate and stuccoed facades to the street".<sup>83</sup>

### 3.4 Edwardian Prosperity 1901 - 1919

#### 3.4.1 Hawthorn Becomes An Important Residential Suburb.

Like the rest of Victoria, Hawthorn suffered hardship during the economic depression of the 1890s, but experienced a period of economic recovery and suburban resurgence during the first decade of the new century. Its role as a major residential suburb was strengthened during this period by a number of interrelated factors. There was a revival in the building industry and the construction of many new domestic and commercial buildings to meet the demands of a growing community. The extensive Hawthorn Brickworks were well established in the Camberwell Road area. New subdivisions and the further subdivision of earlier subdivisions opened up even more land for both residential and commercial development. There were major subdivisions along Burke and Tooronga Roads. Improvements in transport systems including the provision of tramway services along Burke, Camberwell and Riversdale Roads and bus services along major roads, together with the updating including gradual separation in 1918 of the three Hawthorn railway stations at Hawthorn, Glenferrie and Auburn, made the suburb and its shopping centres more accessible and attractive both to its own residents and to residents of adjoining suburbs and beyond.<sup>84</sup>

A 1902 MMBW drainage plan of Richmond and Hawthorn illustrates just how much Hawthorn had grown and changed in the 42 years since it achieved municipal status. By the turn of the century Hawthorn's pattern of development showed a number of quite extensive and clearly - defined residential areas with clusters of houses ranging from substantial villas on large allotments with well laid-out gardens on the more elevated sites or by the riverbanks; smaller

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<sup>82</sup>. Askew, *Camberwell Junction Strategy Plan*, pp. 17-19, See Sect. 4.

<sup>83</sup>. Ibid.

<sup>84</sup>. Information supplied by Gwen McWilliam, including maps showing subdivision and development from the 1890s until the end of World War I.



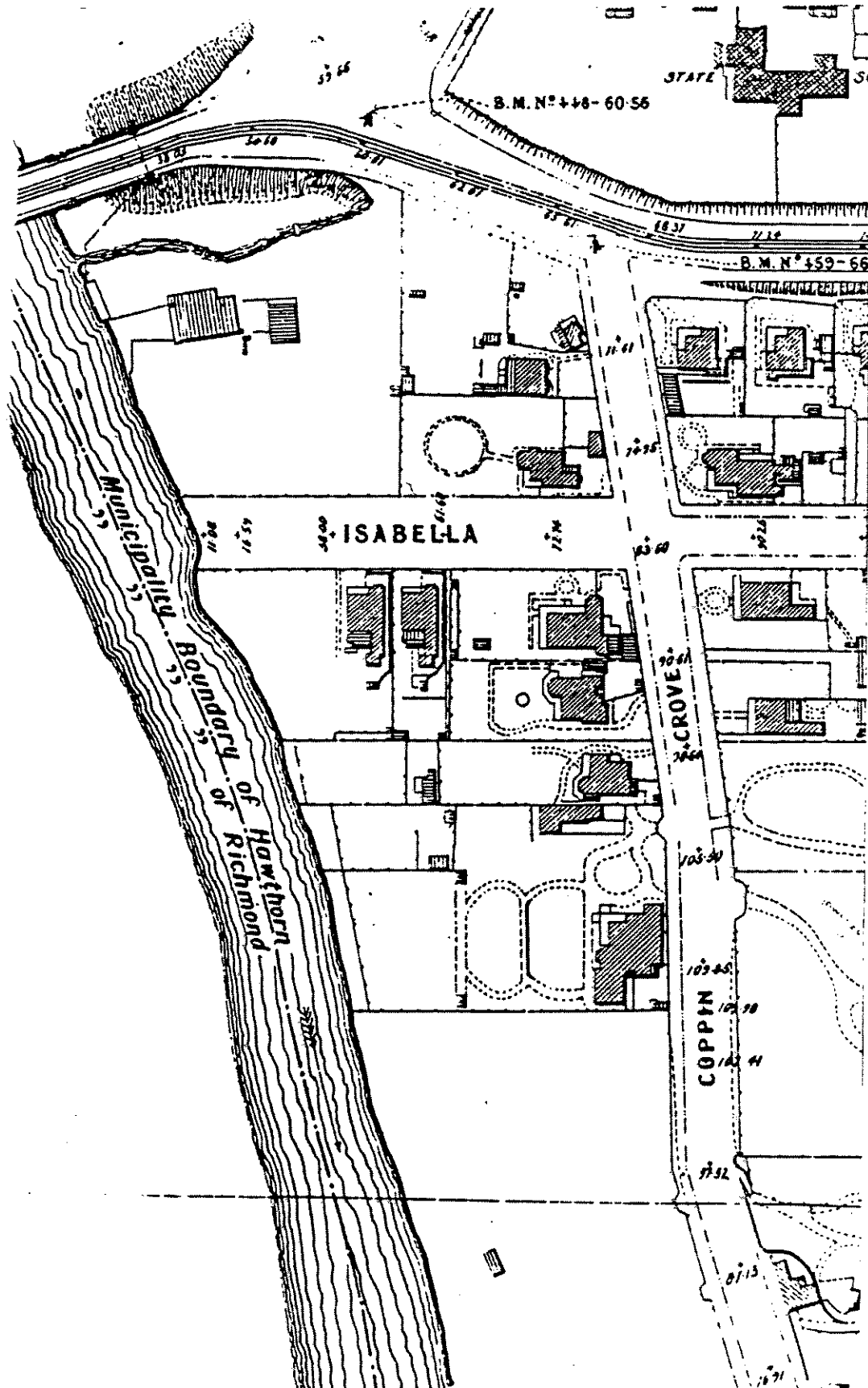


Figure 15. Garden lay-outs of splendid riverside villas: A turn of the century MMBW drainage plan shows residences on elevated sites in Isabella Grove and Coppin Grove, Hawthorn.

villas with gardens on smaller allotments on less elevated sites; and humble cottages, often of timber, on small allotments in the vicinity of earlier brickworks sites or in the vicinity of the existing Hawthorn Brickworks and quarries in Camberwell Road. Some of the large villas which almost seemed like small mansions with their elaborately designed gardens were located in the Harcourt Street and Barkers Road areas. This 1902 map also revealed the intricate and formal design of the large Hawthorn Recreation Reserve (now St. James Park) near the old Village Reserve, and the splendid riverside villas set in their individual gardens in prestigious streets like Isabella and Coppin Groves.<sup>85</sup>

By 1904, the Melbourne Municipal Directory was describing Hawthorn as "a popular and picturesque city" with "well laid-out public gardens and reserves, connected with the metropolis by two cable tram lines and the handsome bridges over the Yarra". The Hawthorn population by this date had risen to 22,082 compared with 20,000 in 1893. There had been a tremendous increase during the boom years when Hawthorn's population had risen from 5,130 in 1880 to 8,811 in 1886.<sup>86</sup>

In a history of Hawthorn commissioned in its Jubilee Year, 1910, Colles confirmed the transformation of Hawthorn from a small rural village into a popular residential town by the early years of the new century. In a chapter titled "Hawthorn of Today", Colles compared early 20th century Hawthorn with Bonwick's 1850s sketch. He described how where "Palmer's old home stood", that is, in Coppin Grove, the high ground was "now crowned and covered with fine villas, the homes of many of Hawthorn's well-to-do residents". In a tram journey along Riversdale Road, Colles told how he travelled "past many fine and picturesque dwellings, for the thoroughfare, like the other running north of Burwood Road, Barkers Road, its almost wholly given up to private residences". Colles considered the section of Riversdale Road west of Glenferrie Road as

perhaps the most charming of the streets of Hawthorn, each side consisting of an unbroken line of handsome houses and gardens, and coming as it does into proximity with the willows of the Yarra at the corner of Power Street.<sup>87</sup>

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<sup>85</sup>. MMBW drainage plan No. 57 (1902).

<sup>86</sup>. *Melbourne Municipal Directory* 1880, pp. 42-43; 1886, p.66; 1893, p.160; 1904, p.191.

<sup>87</sup>. Colles, p.71.



*Launder's Paddock looking back towards St. Columb's Church, 1888.*

*St. Columb's Church, 1899. The picket fence and the trees have since been removed.*



Figure 16. *Hawthorn's rural character survives: An 1888 view of Launder's Paddock looking backwards towards St. Columb's Church in Upper Hawthorn, as reproduced in Jane Carolan's St. Columb's Hawthorn 1883-1983.*

He concluded that there were "many beautiful examples" of Hawthorn homes and particularly noted T.B. Guest's house, "Cestria", 521 Glenferrie Road; the Hon. George Swinburne's "Shenton" at 41 Kinkora Road built in 1890 for John Shenton Gordon; and Frederick Cato's "Kawarau" designed by John Beswicke at 405 Tooronga Road.<sup>88</sup>

Fortunately, these 19th century grand villas have all survived. It seems significant that Colles did not comment on newer 20th century residences in these areas. However, from this time, Victorian villas were undermixed with dwellings of a later date, particularly in the important residential areas north of Riversdale Road. David Bick describes the "dwelling stock" in such areas as incorporating Edwardian, Queen Anne and Federation architecture in this phase of residential developments.<sup>89</sup> After the turn of the century a new style of red brick and terracotta roof houses was built in Hawthorn on blocks still vacant from earlier subdivision, or on the front or side gardens of older houses or on later subdivision of earlier subdivisions.

Despite changes in the design and style of its residential buildings, the traditional "garden suburb" image of Hawthorn persisted. In 1916, when Hawthorn's population had risen to 27,795 the Melbourne Municipal Directory described the suburb as "an important city with handsome town hall and offices" and stressed its "fine public gardens and reserves laid-out and planted with trees, shrubs and flowers".<sup>90</sup>

Another aspect of Hawthorn's role as a "desirable suburb" (the provision of good educational establishments) was satisfied by Council support for the newly-formed Swinburne Technical College, which was to become a major local institution. It was noted that Hawthorn Council was working with the adjoining Councils of Camberwell, Kew and Nunawading to maintain the College. This was, reputedly, "the first instance in the history of Australia" of municipal Councils joining together for such a purpose.<sup>91</sup>

#### 3.4.2. Further Development of Commercial Shopping Centres.

The factors which favoured a significant increase in residential building in early 20th century Hawthorn, including a rising population, new subdivisions and improved transport, also encouraged greater commercial development, particularly associated with the suburb's major shopping centres.

Extension of the tramway system through the district commenced in 1913. By that date trams were running along Riversdale, Burke and Camberwell Roads. The Cotham Road tram turned down Burke Road and proceeded through the Junction south to Toorak Road.<sup>92</sup> In addition, from 1913 the Malvern/Kew tram ran along

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<sup>88</sup>. Ibid. "Shenton" became an Immigration Reception Centre and "Kawarau" became Stephanies.

<sup>89</sup>. David Bick, *Urban Character Study*, p.9.

<sup>90</sup>. *Melbourne Municipal Directory*, 1916, p.255.

<sup>91</sup>. Ibid.

<sup>92</sup>. Marc Askew, *Camberwell Junction Strategy Plan*, p.22.

Glenferrie Road.<sup>93</sup> According to Askew in the 1990 study of the evolution of Camberwell Junction, the extension of the tramway system was of great importance in the development of the Burke Road shopping centre and was

the principal force stimulating subsequent development in the Junction, serving to consolidate its role as the central shopping and service complex of the expanding eastern suburbs.<sup>94</sup>

Development of the Burke Road area was particularly noticeable in the area south of Camberwell Station, which was rebuilt in 1918. The most striking changes occurred on the Hawthorn side between Burke Avenue and Harold Street, where Willdredge's Essington Estate and the Camberwell Lodge Estate (purchased by W.D. Taylor and sold after his death) were subdivided and sold between c1898 and 1911.<sup>95</sup> By 1908-9 Frederick Green (who also built a group of two-storeyed brick shops on the Camberwell side) erected a row of three two-storeyed shops in Victorian design on land he had bought in the block above Mayston Street; these were numbered 845, 847 and 849 Burke Road. Some of the buildings of this era used new architectural styles, such as "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. It was part of a development which incorporated a row of shops along Mayston Street.

Two other major buildings which, Askew contends, played "crucial roles in defining the character of this section of Burke Road, were erected at the same time". They are the two-storey red brick Federation style office and shop complex on the corner of Burwood Avenue and the 1907 Federation Free style State Bank building with its Art Nouveau motifs.<sup>96</sup> The development of The Junction was assisted by the rapid building of new houses behind Burke Road on Essington Estate land, which brought further trade to the area. All of this activity in and adjoining the shopping centre became an important selling point in estate agents' advertisements.<sup>97</sup>

There was some development at other Hawthorn shopping centres during this period, including some infill building early in the 1900s at Glenferrie and Auburn. According to McWilliam, "the grandest shop of all and the novel concept of a department store" was the Don opened during 1910 on a vacant block of land at 670-8 Glenferrie Road, next to Glenferrie Station. Designed by the architects, Ward and Carleton, it was a major element in the commercial streetscape and "the first department store in the region".<sup>98</sup> It survives today as a group of smaller shops, after becoming the Hawthorn Market and a ballroom.

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<sup>93</sup>. Information supplied by Gwen McWilliam.

<sup>94</sup>. Askew. Ibid.

<sup>95</sup>. Information supplied by Gwen McWilliam.

<sup>96</sup>. Askew, p.21.

<sup>97</sup>. Ibid, pp.21-22.

<sup>98</sup>. Gwen McWilliam, *Upper Hawthorn*, pp. 11, 1908-110 (with illustration of the opening).

### 3.5 Changing Patterns 1920-1990

Post-war boom conditions led to a further population growth and to new subdivisions and re-subdivisions, accompanied by some radical changes which threatened to completely alter the traditional character of suburban Hawthorn. This was most striking in the construction of new kinds of buildings, using new styles and materials, sometimes in newly-created streets, but often mixed with clusters of Victorian and Edwardian buildings. There were changes, too, in the use of both residential and commercial properties. Another trend was the move to other suburbs by former Hawthorn residents at the same time as newer types of residents moved in.

#### 3.5.1. Inter-War Housing.

In the post World War I period pockets of late Edwardian or Californian Bungalow style houses began to spring up in Hawthorn's streets, replacing earlier buildings or co-existing beside them. By the 1930s many changes were observable in Hawthorn's urban landscape. Many splendid old villas had deteriorated or even been demolished for further subdivision. At the same time, many young families were beginning to move out to new suburbs and new houses. The remaining old villas were regarded as too large and unfashionable for "modern" families, too expensive to maintain, and without those special features of maximum air and light considered essential in the "desirable residence" of the period.

Re-subdivision in the 1930s and 1940s often led to a mixture of styles, creating "cul-de-sacs and small pockets of mid-twentieth century housing surrounded largely by pre-1930s residential development". Streets such as Osborne Court and Corsewall Close (off Barkers Road) are examples of this trend. The laying-out of Corsewall Close is shown in a circa 1933 MMBW drainage plan. It is located on the west side of Auburn Road close to the historic Harcourt Street area with its splendid Victorian villas.<sup>99</sup> Bick also refers to an area south of Toorak Road on land owned in the 1850s by Nathaniel Guthridge. The houses here were all built over a short span in the late 1920s and 1930s. Bick compares this area with similar residential development of the period in the adjacent municipalities of Camberwell and Malvern.<sup>100</sup>

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<sup>99</sup>. MMBW drainage plan, *Hawthorn*, No. 55 (1933- ); D. Bick, *Urban Character Study*, p.11.

<sup>100</sup>. *Ibid.*



Figure 17. *The Mansion house in a garden setting in the 1920s: Harry Norris, architect, designs substantial changes to the house and garden of historic "Carn Brae" at 5 Harcourt Street, a 19th century Beswicke residence. House and garden plans for Nicholas, the "Aspro King".*

Another example of inter-war trends was in Urquhart Street where, between 1920 and the late 1930s, amidst Victorian and Edwardian villas, an estate of 152 houses was erected in a variety of styles ranging from the Californian Bungalow, the Mediterranean, Tudor Revival to neo-Georgian. A number of these houses were State Bank or War Service homes.<sup>101</sup>

During this era, great changes were taking place, also, in Hawthorn's shopping centres and particularly down Burke Road to the Junction, which had been revitalised by the establishment in the 1920s of the electric tramway system along Camberwell, Riversdale and Burke Roads. During the 1930s, there was a development of specialist shops, particularly clothing stores, in Burke Road, reflecting the affluence of the middle-class suburban hinterland. By this time, there was a range of professional, financial and retail services at the Junction, while the ever-increasing use of the motor-car by suburban residents reinforced the dominance of the Junction as "a principal shopping centre for the eastern suburbs".<sup>102</sup> The increasing use of the motor-car in the 1930s had other important consequences. It led to the demolition of a number of Victorian and Edwardian houses and shops on corner sites to allow for the erection of petrol stations.<sup>103</sup>

However, one important component in Hawthorn's development, the fostering of the local industry of brickmaking, did not change during this period. Following the war, the Tooronga Heights Subdivision (1911) was thrown open for the construction of rows of single-storeyed wood and brick houses designed in new architectural styles and occupied by former soldiers, who now worked at the nearby City Brick Works on Gardiner's Creek or at one of the new light-industrial works nearby. This large industrial brickworks complex eventually came under the same ownership as the well known earlier Fritsch/Holzer Steam Brick Company in Camberwell Road. The chimneys of these two brickworks dominated the Hawthorn skyline for many years and were powerful reminders of one aspect of the suburb's origins. The Camberwell Road chimneys remained as a local landmark until they were demolished in 1972 while the Tooronga Road chimneys survived somewhat longer until 1988.<sup>104</sup>

The encouragement of industrial activity in Hawthorn at a time when its traditional "garden suburb" image was in decline, was demonstrated further by the promotion of factory development during this period to meet the needs of a growing and changing population. In these years, some Hawthorn shops became factories and new custom-built factories were constructed, replacing the old houses on the south side of Burwood Road beyond Auburn Road and along

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<sup>101</sup>. M. Summerton, "The Urquhart Estate. An Interwar Subdivision in Hawthorn", Feb. 1992.

<sup>102</sup>. Marc Askew, *Camberwell Junction Strategy Plan*, p.38.

<sup>103</sup>. G. McWilliam, *Upper Hawthorn*, p. 13.

<sup>104</sup>. G. McWilliam, "Tooronga", Hawthorn Historical Society Area Walk VIII, 1990; "Shady Places. Hawthorn's Parks, Gardens and 'Public' Property", Hawthorn Historical Society, 1991.



fig 34

Catherine  
Trowce's house  
at no. 3  
The Boulevard  
Hawthorn

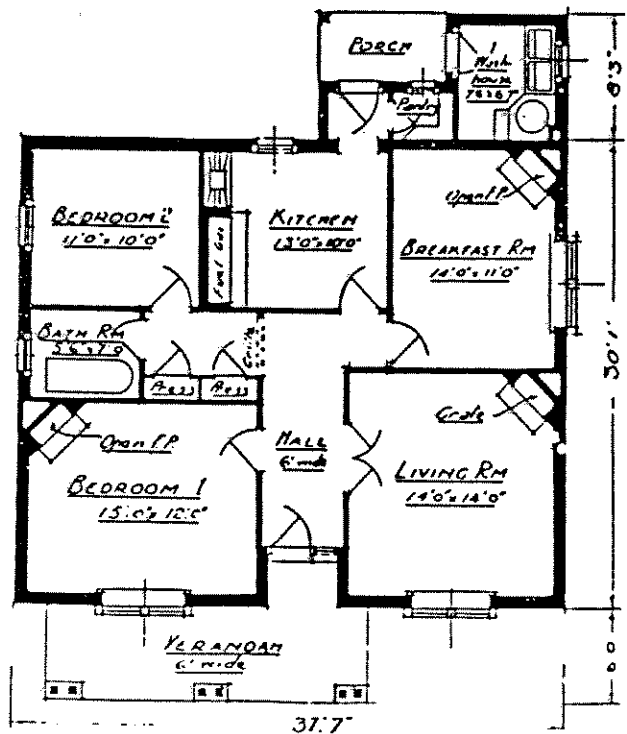


## Small Brick Villas



fig 35

from the *Australian  
Home Builder*  
Vol. 1, 1925  
p. 32



Plan for Dwelling under Government Housing Schemes

Figure 18. *The Urquhart Estate*: an example of inter-war trends in housing displaying a variety of styles.



This Attractive Home contains 5 Rooms, Sleep-out and all Conveniences, Panelled Entrance Lounge, built for Saving Labor. Homes built to order and Finance Arranged. Estimates and Plans prepared.

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Figure 19. *The Urquhart Estate*: an example of inter-war trends in housing displaying a variety of styles.

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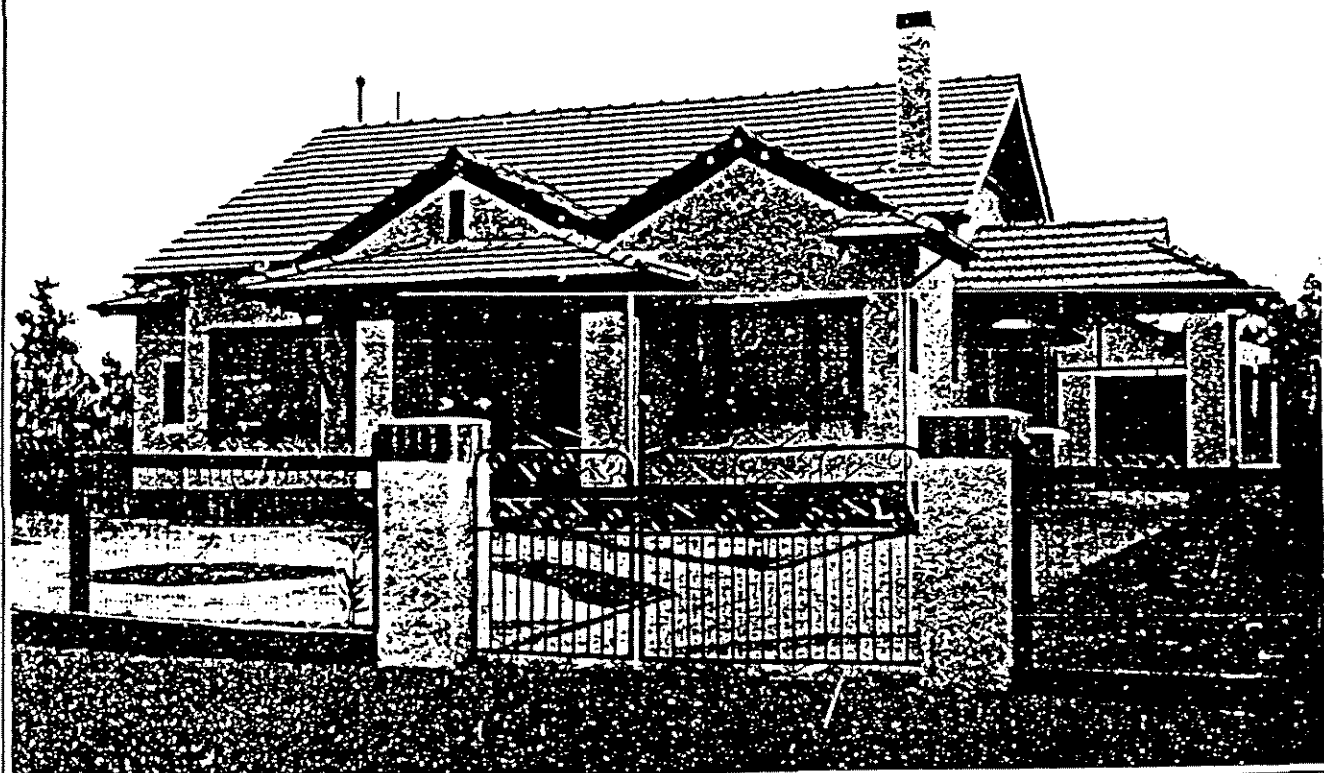
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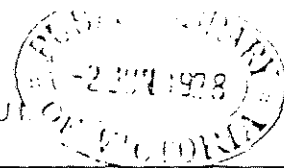
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Figure 20. *The Urquhart Estate*: an example of inter-war trends in housing displaying a variety of styles.



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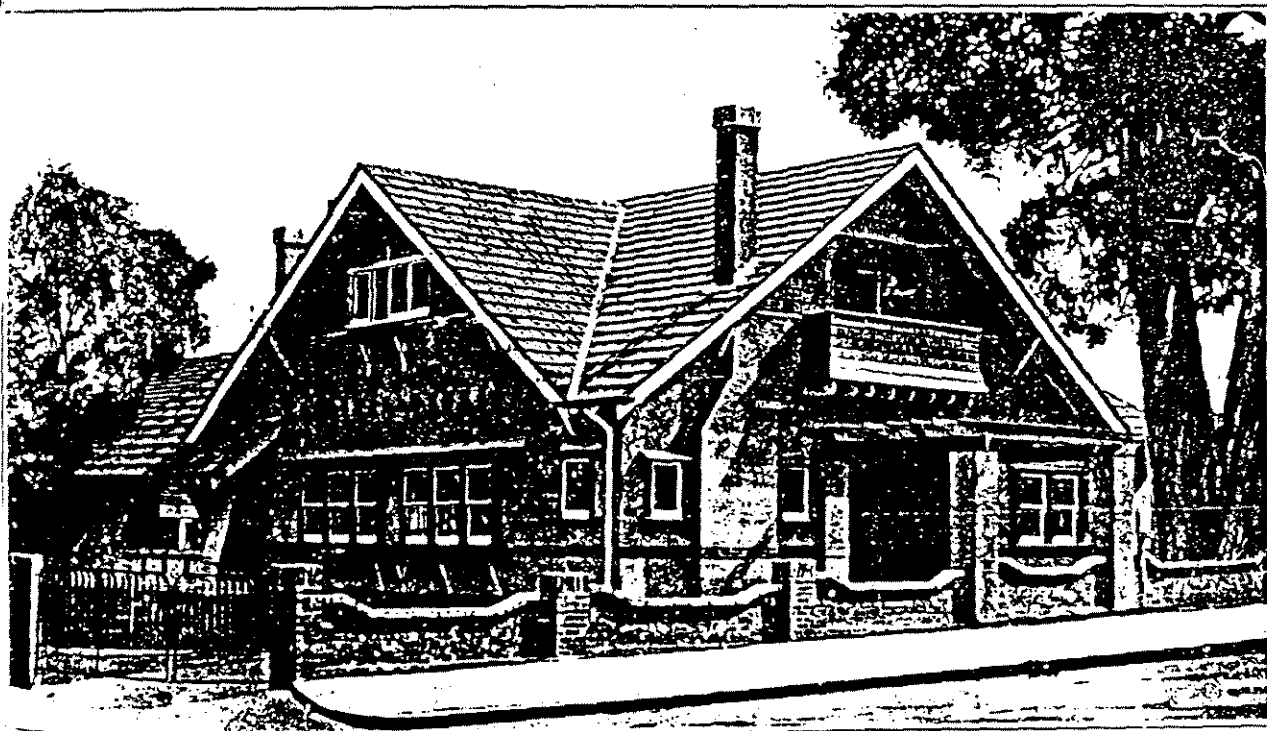
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Figure 21. The Urquhart Estate: an example of inter-war trends in housing displaying a variety of styles.

Glenferrie Road, and in some of the back streets near the stations.<sup>105</sup>

The promotion of Swinburne Technical College with its emphasis on technical rather than academic and professional skills, was another indication of concern for new residents who did not fit into the traditional Hawthorn image of middle-class citizens aspiring to an education at prestigious private schools like Scotch College. Swinburne, which became an important local institution, made an impact on the urban landscape of a very different nature from that of Scotch College on its splendid riverbank site. Swinburne's buildings were described as like "a huge brick cube... as if some careless giant had dropped a block in toytown".<sup>106</sup> The College was responsible, also, for the destruction of some of Hawthorn's older buildings, replacing them with College buildings, car parks and recreation areas.<sup>107</sup> Part of it currently occupies portion of the site of the old Camberwell Road Brickworks.

### 3.5.2. Flat Era and Office Boom.

During the 1930s, 1940s, 1950s and later, another new trend emerged - the subdivision of large Victorian houses into flats and offices, and the building of new blocks of two and three-storeyed flats in parts of Auburn and Burwood Roads, mixed with earlier single-storeyed houses, and in Glenferrie and Riversdale Roads.<sup>108</sup>

Flat development, which also occurred in Prahran, South Melbourne, St. Kilda and South Yarra during this period, followed public transport routes and clustered around commercial centres in main roads. South of Riversdale Road in large allotments mainly carved up in the 1930s, houses were pulled down and replaced with three-storeyed walk-up units in the 1940s, 1950s and later.<sup>109</sup> The early flats were of high quality and offered a high amenity inner urban location in a garden setting. They addressed the street as mansions and frequently made a valuable contribution to the area. In the 1960s and 1970s quality substantially diminished however, and, small lot sizes were over developed with low quality maximum profit generated schemes with little respect for their neighbours and no garden setting. By the 1970s, the largest flats belt in Hawthorn was in the West Hawthorn area, on the river slopes and immediately above them, and in areas on both sides of Riversdale Road. A second large flats-area was between Burwood and Barkers Road, and also east of the old Kew railway alignment and west of Auburn Road. This area, however, included pockets of very small detached houses on small allotments around Churchill Grove and Johnson Street. There were further concentrations of

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<sup>105</sup>. G. McWilliam, *Upper Hawthorn*, p.13.

<sup>106</sup>. *A Middle-Ring Suburb*, p.53.

<sup>107</sup>. G. McWilliam, *Upper Hawthorn*, p.14.

<sup>108</sup>. Bick, *Urban Character Study*, pp. 46-47, 65-66, 69 (with illustrations).

<sup>109</sup>. Information supplied by Peter Spearitt.

flats east of Auburn Road below Burwood Road, around Burke Road south of Rathmines Road, and again around Burke Road, south of Burwood Road.<sup>110</sup> More recently, flats have been built in Illawarra and Robinson Roads.<sup>111</sup>

Some of the flats constructed during this period were notable for their architectural excellence. Of particular distinction are the flats at 1-3 Harrison Crescent designed in 1955 by the distinguished architectural firm of Grounds, Romberg and Boyd. With its butterfly roof profile, this building has been described as an example of the successful and early adaption of post-war rationalism to flats.<sup>112</sup>

This flat development trend resulted in the creation of a new group of Hawthorn residents, the flat-dwellers, many of whom are tenants rather than owner/occupiers. In fact, the 1986 Census concluded that 41.5 per cent of Hawthorn householders were tenants, compared to 32.6 per cent, who were owner/occupiers. This was a higher percentage of tenants than in comparable areas such as Camberwell (15.7 per cent tenants) and Kew (28.6 per cent tenants).<sup>113</sup>

Another trend, the conversion of houses and shops into offices, noted at an earlier period, accelerated during the 1970s and later. At the same time, existing building stock was demolished to make way for new large offices, often multi-storeyed. Hawthorn's office boom was reputedly far greater than any of its surrounding eastern neighbours. Large slices of Camberwell and Burwood Roads were changed virtually overnight from light industrial zoning to office use. By 1988, the local press claimed that office development was "the greatest threat to Hawthorn's retail and residential identity since the flat development drive of the 1970s".<sup>114</sup>

#### Commercial Shopping Centres.

During these years of change, Hawthorn's commercial shopping centres were also affected by new developments. It was reported in 1960 that the Burke Road shopping centre was suffering from competition from the new shopping complex at Chadstone, which combined centralised regional shopping with ample car parking. The increased need for car parks in the Junction area led to the demolition of Victorian and Edwardian residential blocks behind Burke Road. The year 1968, for instance, was marked by demolitions in Burke Avenue, Harold and Mayston Streets. Within the next decade, fears were being expressed that the Junction was losing its appeal to local shoppers. At the same time, many of the major corner sites were falling into the hands of wealthy developers. These new owners were not local residents, appeared to have little understanding of Hawthorn's traditional image as a middle-class residential suburb with notable streetscapes, and proposed great changes which it was feared, would drastically alter the building fabric and charm of the Junction

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<sup>110</sup>. *A Middle-Ring Suburb*, pp.15-17.

<sup>111</sup>. *Ibid.* p.2.

<sup>112</sup>. Graeme Butler, *"Twentieth Century Architecture Survey"*, p.33.

<sup>113</sup>. *Ibid.* p.5.

<sup>114</sup>. *Progress Press*, 22 June 1988.

precinct.<sup>115</sup>

Meanwhile, a newer shopping centre at Tooronga Road, known as the Village Shopping Centre, was changing the face of that area with its large Supermarket facilities and extensive car parking spaces. The area was changed, also, by the erection of the large Myer office block on the hill. This development at Tooronga culminated in the extension of the Freeway and, despite apposition from numbers of Hawthorn residents and conservationists elsewhere, the demolition of the historic Tooronga Road Brick Works. This complex was the last remaining institution associated with the suburb's biggest local industry with a long history stretching back to the 1850s and the early days of Hawthorn's village settlement.

### 3.6 Return to the Garden Suburb Ideal C1960-1992

As early as the late 1950s, there were signs of a revival of interest among Hawthorn residents in a return to the "garden suburb" image, which was perceived as essential to Hawthorn's historic character. This desire to restore past glories, when Hawthorn was regarded as a successful residential suburb, coincided with an influx of professional, middle-class people back to Hawthorn. These were people with high expectations and a determination to create the kind of environment which had made Hawthorn the popular "garden suburb" of the 19th and early 20th centuries. During those years Hawthorn was notable for its fine villas in garden settings standing in tree-lined streets, its many splendid churches and fine commercial buildings in shopping centres with significant streetscapes, and for its extensive parks and reserves. Hawthorn residents were anxious to reverse some of the changes made during the 1950s and later in the years of the "flat development drive" and the "office boom".

Recent research has shown that the returning young professional couples and some sections of the local migrant community bought the large old Victorian and Edwardian buildings in areas such as Linda and Chrystobel Crescent in the historic Grace Park area, which had been divided into flats. They restored these old homes from apartments to family homes and set about redecorating and sensitively adapting them to new needs.

As Victorian and Edwardian buildings became fashionable in the 1970s property values soared. There was a growing appreciation that Hawthorn was a good place in which to live<sup>116</sup> and Hawthorn was once again a "desirable suburb".

At the same time, Hawthorn's commercial shopping centres, and particularly the Burke Road area, which had experienced something of a decline, were revitalised. Many residents began to shop locally again. The shopping centres were "bustling with activity" and there was a revival of local industries related to the middle-class lifestyle, such as the manufacture of fashion clothing which could be marketed in the local shops. One sign of residents' determination to reverse the changes which were altering the face of the suburb was the successful middle-class backlash against the AMP, Podgor and Grollo development proposed from 1987 for the Camberwell Junction. One writer commented that,

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<sup>115</sup>. Marc Askew, *Camberwell Junction Strategy Plan*, p.26.

<sup>116</sup>. G. McWilliam, *Upper Hawthorn*, p.14.

Perhaps a phase has now been reached where the suburb can reclaim the Junction area and shape the interaction of local and general processes for the benefit of the Camberwell and Hawthorn communities.<sup>117</sup>

As recent studies have shown, the returning middle-classes had high and rising expectations of their local environment.

A demand for the return to the "garden suburb" features of open space and better tree-planting schemes has been another sign of a change in urban values in recent years in Hawthorn. New street trees have been planted and the parks and gardens on the old brickfields areas have been landscaped.<sup>118</sup> However, although many of Hawthorn's earlier parks were bequests from public-minded citizens, today's residents expect that the Local Council will bear this cost.

### 3.7 Conclusion

Today Hawthorn retains many of its "garden suburb" features, including villas, small mansions in garden settings within tree-lined streets, and a number of large municipal parks. Examples of 19th century working enclaves, commercial centres from the turn of the Century, interwar housing and early examples of development also survive in the garden suburb framework. However, contrary trends of resubdivision into smaller allotments, the impact of larger shopping centres and accelerated flat and office development have made a discernible change to the face of suburban Hawthorn. Present-day Hawthorn must be regarded as more compromised as an expression of the broad acres "garden suburb" ideal than its important comparable neighbour, Camberwell. This is consisted with the close proximity and the waves of development pressure which have occurred throughout its history. There are several areas and many individual places within Hawthorn which are culturally significant to Metropolitan Melbourne for their illustration of the early Garden Suburb Ideal, 19th century commercial centres, and interwar housing. At the local level there are places of cultural significance illustrating the remaining environmental themes.

Hawthorn is regarded still as a desirable address for a convenient and comfortable lifestyle and Hawthorn residents continue to have high expectations of the local environment. Moreover, residents remain proud of their exceptionally large number of culturally significant sites within the city boundaries. The driving forces in the development of Hawthorn have been the proximity to Melbourne, the separation of the River and the attractive topography. These factors are as influential today as they were previously. They have lead to strong historical associations with important professional and businessmen, parliamentarians and their families. Hawthorn residents are concerned about the preservation of this unique cultural heritage.

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<sup>117</sup>. M. Askew, *Camberwell Junction Strategy Plan*, p.27.

<sup>118</sup>. G. McWilliam, *Upper Hawthorn*, p. 14.



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#### PRIMARY SOURCES

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Rate Books 1934-  
(Current Rate Books are computerised)  
Building Permit Records 1940-

###### HAWTHORN CITY LIBRARY (phone 810-2445)

Rate Books 1867-1901 (microfilm/printer)  
1901-1933 (microfiche)  
Birth, Death, Marriages (microfilm)

###### PUBLIC RECORD OFFICE (VIC).

Hawthorn Rate Books 1867-1901 (microfilm)  
1867-1954  
Hawthorn Inward Correspondence 1886-1948 (154 vols.)  
Hawthorn Outward Correspondence 1893-1960 (216 vols.)  
Hawthorn Private Street Registers 1889- (5 vols)  
Hawthorn Registers of Rateable  
Properties 1954-1967  
Public Works Dept. Contract/Letter Books/Contract Drawings.  
(relating to Hawthorn buildings).

###### AUSTRALIAN ARCHIVES (BRIGHTON):

Holds material relating to public buildings - post offices, hospitals, army etc.

###### STATE LIBRARY OF VICTORIA (SLV):

Holds various diaries, letters etc. relating to Hawthorn in its Manuscripts Collection, the R.V. Cole Collection on Victorian Hotels (according to location) and Australian Architectural Index (Univ. of Melb., 1977) on microfilm (according to location, architect, building style - not updated).

##### 2. NEWSPAPERS AND JOURNALS

There are many articles relating to Hawthorn in SLV's large collection of newspapers and journals. A number of indexes may be consulted including : Illustrations, Picture Collection, Local History, Bibliography, Biography, Business and Properties Indexes. Many newspapers and journals are on microfilm and print-outs may be obtained. Photographic prints are available for better copies.

(a) Newspapers Covering the Hawthorn Area

The SLV Collection includes:

Eastern Suburbs Gazette 22 Nov. 1889 - 24 July 1909 (from 9 March 1894 incorporates Box Hill and Camberwell Express).

Hawthorn Advertiser 28 Feb. 1930 - 6 March 1931.

Hawthorn Boroondarra Standard Dec. 1882 - 1897  
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Hawthorn & Kew Express (formerly Kew and Hawthorn Express)  
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Note: The Hawthorn Library holds copies of some local newspapers.

(b) Melbourne Newspapers & Journals (held at S.L.V.)

Many major Melbourne newspapers contain articles/illustrations of Hawthorn. Of particular interest is the Argus which has a companion Argus Index 1849-1859, 1910-1949. Other useful newspapers and journals held at SLV are :

Age

Australasian Builder (1880s/1890s)

Australian Builder & Contractors News (1887-1895)

Australasian (many articles/illustrations indexed in Bibliography and Illustrations Indexes).

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(Building, Engineering & Mining Journal)

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Leader

Newsletter (Hawthorn Historical Society)

Real Property Annual (1913-1921)

RVIAJ (Journal of the Royal Victorian Institute of Architects)  
(1903-1941)

Trust News (National Trust of Australia (Vic). journal with many articles on buildings, sites, areas).

Weekly Times

(c) Press Cuttings

The SLV has several collections of press cuttings which contain material on the Hawthorn area. Of particular interest are the Kenyon Press Cuttings and Historical Press Cuttings (mainly from Melbourne Newspapers 1929 onwards. There are indexes).

3. MAPS AND PLANS

There are collections of maps and plans relating to Hawthorn, including subdivisional, auction and drainage plans in a number of repositories, mostly indexed.

(a) Central Plan Office, Treasury Place :

This large collection includes maps and Parish Plans and historical maps listed as (1) Historical Plans (computerised list) and (2) Put-Away Plans (hand-written list). There are early survey, township plans and cadastral plans, as well as early road plans, cemetery, geological feature, roll and water system plans, and very early Sydney plans of the 1840s. Many are on microfiche and copies can be obtained. Some interesting early Hawthorn maps are :

- Plan of the Village of Hawthorn. 1852 Albert Purchas. Hist. Plans. Feature 475.
- Plan of the Village of Hawthorn. Town Allotments District Surveyor Hodgkinson. 4 Feb. 1856 Put-Away H.17.
- Municipalities of Hawthorn - Kew 1868.  
Put-away H.20A (shows buildings, hotels etc.)

(b)State Library of Victoria, Map Room:

The SLV collection includes maps and Parish plans, historical Lands Department Plans, MMBW Drainage plans (1894- ), Vale and Houghton Subdivisional and auction plans. These plans contain information about many important Hawthorn estates such as Grace Park, Denmark Hill, Auburn Heights, as well as individual buildings and sites. Amongst the earliest maps are:

- Jas, Kearney. Map of Melbourne and Its Suburbs. (1855-56)
- Plan of the Borough of Hawthorn. De Gruchy 1866. (shows locations of churches, vineyards, town hall, roads etc).
- Map. Allan & Tuxon. 1888 (shows streets, public buildings, banks, bridges, railways, garden reserves).

MMBW Detail Plans show house detailing - verandahs, stables, coach-houses, paths, garden layout, conservatories.

(c)MMBW, Spencer Street, and Eastern Region Office, Mitcham:

As well as MMBW Drainage and Detail Plans, the MMBW holds House Service Cover files on individual properties in Hawthorn in its Mitcham Office.

(d)Hawthorn Library:

This library also hold some MMBW and subdivisional plans relating to Hawthorn.

4. DIRECTORIES

The SLV holds a large collection of municipal and Victorian directories (mainly on microfilm). The most useful are the Sands & McDougall Directories, the Victorian Municipal Directories, various Post Office Directories and Bailliere's Victorian Gazetteer and Road Guide.

5. PHOTOGRAPHS AND OTHER ILLUSTRATIVE MATERIAL

(a)State Library of Victoria:

A large quantity of illustrative material relating to Hawthorn may be found by consulting the Illustrations Index, Picture Collection and Small Picture File, as well as architectural drawings in the Picture Collection (listed under architect, location and building type). There is also an Airspy Collection of early aerial photos held in the Picture Collection.

(b)Hawthorn City Library:

Holds some early Hawthorn photos in its Photographic Collection. (catalogued).

(c) Dept. of Property & Services, Little Bourke Street.

Holds a collection of aerial photos. (copies available).

(d) Melbourne University Archives:

Its collection of records of architectural firms, such as Bates, Smart & McCutcheon, contains many original architectural drawings, which may include drawings of some Hawthorn buildings.

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## 4.0 PLACES OF HERITAGE SIGNIFICANCE

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### 4.1 Scope of Identified Items

This Study has identified areas, buildings, parks and reserves, streets and street engineering and trees of cultural significance.

### 4.2 Areas Recommended for Heritage Protection Measures

The following areas are recommended for Heritage Protection Measures under the Planning Scheme. On a Municipality wide basis these areas are the best, rather than every representation of the themes of development at Hawthorn. Map A in Appendix C of this report shows the boundaries of the proposed Areas. The character of each area is outlined below with its common characteristics.

#### 4.2.1. Grace Park Precinct (Existing U.C.A.) Representative of Edwardian Prosperity

In 1884 Grace Park was subdivided in response to the now excellent train service, and Hawthorn's growing status as a desirable place to live. The town plan was innovative. It incorporated the essential features of a commodious garden suburb: a major park; a serpentine road network with concealed service lanes; large garden allotments; and eventually street tree planting. Shops nearby serviced the new development. The buildings were constructed over a short period of time in two bursts. First around 1885 then after the 1890s depression and resolution of leasehold problems around 1905 - 1910. They were constituted to a remarkably consistent pattern. The combination of planning and uniform building have produced a precinct of State significance for its reflection of Edwardian prosperity and the garden suburb ideal.

#### Common characteristics

- detached single residences in a garden setting
- large front and side setbacks
- no driveway (entrance from lane), concealed garages
- large allotments of even size
- front fences 1.2m - 1.4m high and visually permeable
- single storey generally, double storey, generally only where part of the roof form
- prominent roof shapes, slate generally, sometimes T.C. tiles
- complex plan forms
- verandah to part of the principal elevation
- red brick walls, render trims
- timber windows
- little paving to front gardens

#### 4.2.2 Hawthorn Grove Precinct (Existing U.C.A.) Representative of The Growth of Hawthorn as a garden suburb 1856-1900

Whereas early mansion settlement and the St. James Park subdivision were exclusive land developments, the Hawthorn Grove Area is the first suburban development. It was developed over a short period of time, has remarkably

consistent building types, (Kinkora Road, Mary Street and Hawthorn Grove each being slightly different) and a consistent and dominant framework of gardens. The buildings respect their neighbours and make a public contribution to each other through their public facades and gardens. The Hawthorn Grove area is amongst the best Victorian period, garden suburbs in Melbourne, and the trendsetter for the extensive garden suburbs to follow in Hawthorn. Of metropolitan significance.

#### Common characteristics

- detached single residences in a garden setting
- large front setbacks, slightly greater than minimum side setbacks
- few driveways (entrance generally from rear lanes), concealed garages
- large allotments of even size
- fences 1.2m - 1.4m high and visually permeable
- single storey or double storey buildings
- prominent wall surfaces, Hawthorn brick generally, sometimes render, rarely red brick and render
- strong roof shapes with eaves - generally few parapets. Slate generally
- simple and complex plan forms
- verandah to a prominent part of the principal elevation
- timber windows

#### 4.2.3 Harcourt Street/Rathmines Village (Existing U.C.A.)

Representative of the Growth of Hawthorn as a garden suburb 1856-1900, particularly, mansion houses and Middle Class villas in a garden setting.

Recognising the prime hill top location and the genteel reputation Hawthorn had acquired, the Harcourt Street area was amongst the first land to be redivided after the Government block land sales. The enormous block sizes and the desirable location were the key features in what was in effect a speculative mansion house development, promoted by the Beswicke family. Harcourt Street quickly became a fashionable address. Development in Auburn Road and Lyndhurst Crs. capitalized on the existing image to consolidate this region as a highly desirable Victorian period suburb for the wealthy. In contrast, the adjoining Rathmines Village area to the south, developed on the back of the mansion houses with small servicing quarters (Rathmines Grove) and more modest but respectable housing for the middle class. The Rathmines Village Urban Conservation Area is of metropolitan significance for the mansion house precinct in Harcourt Street. It is of local significance for the illustration of the flow on effect of early mansion house construction on the type of construction in the surrounding area, creating nodes of high status housing on hills, and is typical of the mixed Hawthorn character elsewhere.

#### Common characteristics

- detached single residences
- a variety of building sizes. Harcourt Street mansions in large gardens/Lyndhurst Crescent and Auburn Road - very large houses in smaller gardens/Ryeburne Ave. - medium size houses in medium size gardens/elsewhere - medium size houses in small gardens.
- front and side setbacks:  
Harcourt Street - enormous front setback and generous side setback.

- Lyndhurst Crs. &  
Auburn Road - medium front setback and side setback.
- Ryeburne Ave. - medium front setback and to one side small side setback on other sides.
- Elsewhere small front setback, small side setback.
- driveway entrance of single car width to one side, leading to rear car accommodation for Harcourt, Lyndhurst, Auburn and Ryeburne Ave. Elsewhere no driveway, generally lane access.
- Allotments.
  - Harcourt Street - very large and even.
  - Lyndhurst Ave ) - large and even.
  - Auburn Road )
  - Ryeburne Ave. - moderate and even.
  - Elsewhere - small and variable.
- fences 1.2m - 1.4m, visually permeable.
- storeys
  - Harcourt Street and Lyndhurst Avenues two storey generally.
  - Elsewhere generally single storey and occasionally two storey.
- Roof. Roof shapes secondary to walls generally. Parapets occasionally.
- Plan form. Complex in Harcourt Street, Auburn Road and Ryeburne Avenue, simpler elsewhere.
- Verandahs A constant feature.
- Walls Commonly render, face brick sometimes weatherboard in Ryeburne Ave., Rathmines Road and adjoining streets.

#### 4.2.4 St. James Park Estate. (Existing U.C.A.) Representative of the Growth of Hawthorn as a Victorian Garden Suburb 1856-1900 particularly mansion houses.

As Melbourne developed apace following the gold rush, the inner areas became choked with industry and grew unhealthy from the crude sewerage disposal methods. Hawthorn missed this early uncontrolled development because of the separation imposed by the Yarra River. When the new wealthy looked for desirable accommodation, Hawthorn was well placed being close to the City, upstream of many of the noxious river industries and having an attractive landform. The subdivision of St. James Park at Hawthorn's closest city boundary and adjoining the bridge, provided an ideal, exclusive housing area. Mansion houses in elaborate large gardens were quickly erected, consolidating Hawthorn's image as a highly desirable residential location.

St. James Park Urban Conservation area is of metropolitan significance for the illustration of high status housing in Melbourne, pushed outside the built up inner zone by the low urban amenity associated with lack of planning and basic services of the new colony. In effect it represents Hawthorn as the first stage in Melbourne's suburban sprawl.

Common characteristics

- detached, three dimensionally designed, single mansion houses in a dominant garden setting.
- large and irregular front and side garden setbacks.
- driveways as carriage entries leading to concealed garage accommodation.
- generally two storey buildings, sometimes single or three storey.
- prominent roof shapes, often slate. Very rarely small parapet elements.
- very complex plan forms
- verandahs, collonades or porches to part of the principal elevations.
- prominent wall surfaces, either render or face brick
- timber windows
- little paving to front gardens.

4.2.5 St. James Park/Creswick Gardens/Yarra Bank Reserve - the early Municipal Precinct.  
Representative of the early years of Settlement 1835-1855 and municipal development.

The Government survey laid out a town centre for Hawthorn immediately adjoining the bridge access to the City around St. James Park. The Anglican Church, the police and other community facilities initially located here around the yet undeveloped, formal "Hawthorn Park" (St. James Park). After only a few years the high ground further up Burwood Road lured all but the Anglican Church and the Government School to a new Municipal Centre. The Park was developed in a formal avenue design. The Municipality consolidated its open space recreation facilities here later in the nineteenth century with the development of the river bank for high density recreation at Creswick gardens and Yarra Bank Reserve.

St. James Park/Creswick Gardens/Yarra Park Reserve Urban Conservation Area is significant at the metropolitan level for its illustration of civic design in the middle nineteenth century and at the State level for illustration of the Yarra as a recreation resource in the nineteenth century. At the local level it is significant as the openspace municipal focus for the suburb.

Common characteristics

See P.I.F. for St. James Park/Creswick Gardens and Yarra Park Reserve.

4.2.6 West Hawthorn Precinct.  
Representative of the Growth of Hawthorn as a Victorian Garden Suburb 1856-1900, particularly Workers Cottages and Associated Industrial areas.

Brick making has been the single major industrial activity for the Municipality throughout its development. Several pits with associated workers housing occurred throughout the Municipality. The best example of this theme of development in Hawthorn is at West Hawthorn, centred around previous clay pits at Smart Street Reserve, Mason Street Reserve and Fashoda Street Reserve. In line with the high status of Hawthorn, the housing here remains better than for similar Industrial developments on the opposite riverbank and points to another socio economic level of the garden suburb ideal, seeking refuge from the low urban amenity of the unsewered workers accommodation in the inner city.

West Hawthorn is locally significant as an illustration of: the influence of the brick industry; of workers housing; and of the garden suburb ideal for the less affluent.

Common characteristics

- generally detached single residences in row house form. Sometimes attached row houses, or repeating detached row house designs. A strong sense of streetscape.
- small front garden setbacks. Small side setbacks.
- no driveway (entrance if any from lane to concealed garaging).
- small allotments of variable size.
- fences 1.2m - 1.4m high, visually permeable.
- single storey generally sometimes two storey.
- roof. Secondary to wall prominence sometimes parapet forms, generally hipped roof form. Slate or corrugated galvanised steel. Rarely terracotta tiles.
- simple plan forms.
- verandahs a consistent feature of the principal elevation.
- walls more prominent than roof shapes. Weatherboards generally, sometimes brick or render.
- timber windows.

4.2.7 The Civic Precinct (Burwood Road/Glenferrie Road/Oxley Road). Representative of the early years of Settlement 1835-1855, the growth of Hawthorn as a Victorian Garden Suburb 1856-1900, particularly local government and the Growth of the town and growth of Commercial Shopping Centres; and Edwardian Prosperity 1901-1919.

After an early decision not to proceed with a town centre development at the allocated area around St. James Park, the civic facilities concentrated on the high ground further along Burwood Road. The Town Hall, police station, court house and post office provided the focus for early suburban development (Oxley Road) and associated service facilities. Several churches located at this town centre and shops developed to service the population.

The development here occurred incrementally over a 50-60 year period. It displayed almost all the major development types in one small area, ranging from workers housing, through garden villas to mansion houses and high quality flats.

The Civic precinct is locally significant as the focus for the community throughout Hawthorn's development and for the illustration of most of the major development phases in the Municipality in this one small area.

Common characteristics

- Generally detached, sometimes attached residences, sprinkled between churches and other civic facilities, and the terrace form shop-and-dwellings of Burwood Road and Glenferrie Road.
- Shops generally two storey. Houses single storey generally, sometimes two storey. Civic buildings of large size.
- Shops occupying the property boundary at the front and sides. Houses with small front gardens and small or no side boundaries except in Goodall, Elmie and Lyall Streets where large front garden and moderate side setbacks occur.

- Lanes provide service access. Generally no driveway access except in Goodall and Elmie Streets and to maisonettes where single car width openings lead to concealed garaging.
- Large allotments in Goodall, Lyall and Elmie Streets. Variable allotment sizes in Oxley Street. Small house allotments elsewhere. Narrow small allotments of even size in Burwood Road for shops and houses.
- Fences to residences and some civic buildings 1.2m - 1.4m high, visually permeable.
- Roof. Various forms. Slate, corrugated galvanised steel or terracotta tiles.
- Simple plan forms to shops and houses generally except to Goodall Street.
- Verandahs. A consistent feature for residences. Post supported verandahs previously used on some shops but now missing.
- Walls more prominent than roof shapes.
- Render and brick generally. Weatherboard sometimes.
- Timber windows.

#### 4.2.8 Urquhart Street Precinct.

Representative of changing patterns 1920-1930.

The Urquhart Street area remained in the ownership of the family of the first purchaser until 1919, and was leased for agricultural purposes. Subdivision of the last substantial landholding in Hawthorn in 1919 sought to continue the established Hawthorn garden suburb image. It protected the character of the new residential area with covenants requiring: minimum 30 feet garden setbacks, 10 feet between houses, and only private dwellings. Council reinforced these by proclaiming the subdivision a "brick area" and prohibiting iron roofs.

The housing which developed in the 1920s and 1930s reached a wider community through the new home funding arrangements pioneered by the State Savings Bank.

The Urquhart Street Precinct is of metropolitan significance for the illustration of the development of the Australian phenomenon of high levels of home ownership, encouraged and developed by the State financial institutions, and the garden suburb ideal transposed to the interwar period.

#### Common Characteristics

- Single detached residences frequently repetitive designs by a small number of builders.
- 30 feet (9m) garden setbacks and 10 feet (3m) between buildings.
- Dwellings of single width as a common feature with garaging behind the house, often distantly visible from the street.
- Medium size regular allotments.
- Fences of masonry in pier format approx. 750 high sometimes with piers and open panels. Gates of iron to driveways and pedestrian opening.
- Single storey generally two storey only in a design with integrated attic storey to the roof.
- roof forms prominent, generally hipped with concrete or terracotta tiles. Rarely slate.
- Simple plan forms.
- Porches or verandahs a consistent feature of the principal elevation.
- Walls brick generally, sometimes render. Frequently with rough cast for tender trims or decorative brickwork patterns.

- timber windows.

4.2.9 Scotch College/Glenferrie Road.  
Representative of Changing Patterns 1920-1990.

To be inserted after site inspection, to be arranged.

4.2.10 Burke Road Precinct.  
Representative of Changing Patterns 1920-1990 particularly Interwar housing and the garden suburb ideal.

(i) Southern End.

Hawthorn has 3 major north south streets running the full extent of the Municipality and each functioning as a gateway and major boulevard. Higher quality development has traditionally located here with a strong sense of public address to the major route. In the 1930s the most common development pattern in Hawthorn was for bungalow type housing in a suburban garden setting. This group of buildings is the best example surviving in Hawthorn. It is remarkably intact, with fences, gardens and houses all contributing to the significance of the area.

The Burke Road (southern end) urban conservation area is locally significant as the best example in Hawthorn of the major boulevard development attitude applied to 1930s housing.

(ii) Northern End.

In the 1920s there was substantial resubdivision of previously large allotments in the Auburn ward. New bungalow style building developed here. The best development located along the major boulevards and this has been less susceptible to redevelopment in recent decades.

The stretch of residential development on the Burke Road hill south of the junction is locally significant is the best surviving example of the extensive 1920s and 1930s development of Auburn Ward. It is reinforced by the "Sunnyside" U.C.A. opposite in the City of Camberwell.

Common Characteristics

- Detached single houses in bungalow form.
- Large front garden setbacks, moderate side garden setbacks.
- Driveways a common feature for single width leading to garaging behind the house distantly visible from the street.
- Large regular allotments.
- Fences approx. 750 high of masonry with piers and an elaborate prominent decorative form. Iron gates to openings.
- Single storey generally or two storey where integrated into an attic form. Rarely standard two storey.
- Roof forms dominate. Generally tiled roofs. Rarely slate.
- Complex plan forms.
- Porches or verandahs a consistent feature of the principal elevation.
- Walls - Brick generally, sometimes render frequently with rough cast or render trims or decorative brickwork. Rarely timber (one example only).

4.2.11 Central Gardens/Auburn Village Precinct.

"Representative of the growth of Hawthorn as a Victorian Garden Suburb 1856-1900, particularly the growth of Commercial Shopping centres, transport and Workers Cottages and associated Industrial area".

The Auburn Road Shopping centre developed in direct response to the terminal railway station here. The railway and service activities required workers housing nearby and in turn these facilities generated the provision of a major formal park.

The Central Gardens/Auburn Road Precinct is significant at the State level for the exceptional, high quality, Victorian shopping precinct. At the local level it is significant for the illustration of workers housing, required to service the shopping centre and the railways and for the development of Municipal facilities at Central Park.

Common Characteristics

- Generally small attached row houses or detached repetitive row house forms.
- Shops, large attached shop-and-dwelling form in repetitive units.
- Small front garden setbacks and small/no side setbacks to residences. No setbacks to shops.
- Small variable allotments.
- Driveways not generally used. Concealed car access from lanes.
- Fences to residences 1.2m - 1.4m high visually permeable.
- Residences single storey generally, two storey rarely.
- Shops, three storey or two storey.
- Roof forms secondary to wall features. Parapets or hipped roof forms generally slate or corrugated galvanised steel.
- Simple plan forms.
- Verandahs typical for residences. Posts supported verandahs to some shops now missing.
- Walls brick or render to shops. Generally weatherboard to houses.
- Timber windows.

4.2.12 Corsewall Close Precinct.

"Representation of Changing Patterns 1920-1990 particularly the Flat era".

Hawthorn attracted Mansion house development from the 1850s spread throughout the Municipality but concentrating on the high ground. The large allotments associated with these houses were steadily subdivided in an irregular pattern over the next hundred years. This is in part responsible for the irregular nature of much of Hawthorn's streets.

Corsewall Close is a late subdivision of a relatively small allotment. It is unusual for the consistent style and date of the buildings, the integration of this with the town plan; and the consistency of the flat type development over the whole street, cleverly designed here to appear as single buildings in a garden setting.

Corsewall Close is locally significant for: its clear illustration of the gradual pattern of subdivision overtime; for the consistent building forms; and for the application of the garden villa concept to multiple unit dwellings.



#### Common Characteristics

- Paired multi-unit residences designed to appear as single houses.
- moderate garden setbacks. Large setbacks to one side to facilitate an open garden setting and give access to various entrances.
- large regular allotments.
- driveways a consistent feature of single car width leading to concealed rear garaging.
- Fences 600 to 750 masonry.
- Two storey buildings.
- Roof forms prominent but secondary to wall treatment. Terracotta or concrete tiles with eaves.
- Complex plan forms.
- Porches typical.
- Walls generally cream brick and sometimes red brick.
- Timber windows.

#### 4.2.13 Fairview Park/Wallen Road Reserve/Riversdale Road Precinct. Representative of changing patterns 1920-1990 particularly the Flat era.

The close proximity to the city and its high status as a desirable residential area made Hawthorn an ideal location for high density luxury flats in the 1930s and 1940s. Examples of this type of construction are scattered throughout the Municipality. The best collection of individual examples is in Riversdale Road around the MMBW tram terminus, positioned in close proximity to the City.

The construction displayed here illustrates many of the styles used for high quality flats up to the 1950s.

Although Wallen Road Reserve is an early teagardens development from the Victorian period, most of the works relating to that activity have now gone. Overlaid is the Wallen Road/Fairview Park development which is consistent with the flat development period. It illustrates the Municipality's advanced attitude to the development of the Yarra River for passive and active recreation.

The Fairview Park precinct urban conservation area is significant at the local level for its illustration of changing pattern of development from the 1920s, particularly high quality flat construction. At the Metropolitan level it is significant for the innovative development of the Yarra for passive and active recreation.

#### Common Characteristics

See P.I.F. for Fairview Park and Wallen Road Reserve.

- Detached multiple unit dwellings designed to appear as single large houses.
- Moderate garden and side setbacks to facilitate an open garden setting.
- Large regular allotments.
- Single width driveways to rear concealed garaging a consistent feature.
- Fences 600 - 750 masonry.
- Two, three or four storey.

- Roof forms prominent, concrete or terracotta tiles.
- Complex plan forms.
- Porches typical.
- Walls brick or render or rough cast.
- Timber windows.

#### 4.2.14 Leslie Street Precinct.

Representative of the Growth of Hawthorn as a Victorian Garden Suburb 1856-1900 particularly Worker's Cottages and associated Industrial Areas.

Leslie Street provides housing based around the nearby brickworks. Its increased distance from the industrial activity and the slightly larger than usual land size, has resulted in small detached villas in a garden setting. The buildings in Leslie Street are a matching group, and notable for their symmetry about the road and about the north south axis of the street. The purposeful order of the development and the garden setting, creates a picturesque effect which is unusually ordered for Hawthorn.

Leslie Street U.C.A. is significant at the local level for its garden suburb workers housing from the late nineteenth century and at the metropolitan level for the two way symmetry of the street development.

#### Common Characteristics

- Symmetrically arranged in two directions, with two alternating detached designs.
- Moderate garden setback. Small side setback.
- Small regular allotments.
- No driveways. Laneways access to concealed garaging.
- Fences 1.1m - 1.3m high and visually permeable.
- Roof forms prominent. Corrugated galvanised steel.
- Simple plan forms.
- Verandahs typical.
- Walls weatherboard in block form.
- Timber windows.

#### 4.3 Individual Places

A full list of individual places of cultural significance is given in Appendix B and the Place Identification forms for these items are contained in Volume 2 of this report.

Within Urban Conservation Areas, places are graded from A to E. Places graded A, B, C\* and C are recorded on a P.I.F.. Places graded D and E are listed in schedule A. Outside Urban Conservation Areas places are graded A, B, C\* and C and have a P.I.F. in Volume 2. D and E graded places are not recorded.

4.4. Schedule B. Places Recommended for the Historic Buildings Register.

The following places marked \* are recommended for retention on the Historic Buildings and Government Building Registers. The others are recommended for examination by the Historic Buildings Council with a view to listing on their Register. Interior inspection is required for all properties. Odds listed before evens.

**Auburn Road**

27; Auburn Railway Station Precinct including Station, Station Entrance, overpasses and shops numbers 95-99; 38, 40, 42; 44, 46, 48; 186, 188, 190; 424.

**Barkers Road**

492

**Burwood Road**

West Hawthorn Primary School, 341\*, Hawthorn Bridge, 8 Invergowrie Lodge\*, Hawthorn Rail Station and Bridge, 358, 378, 500.

**Camberwell Road**

Rivoli Theatre 200.

**Chrystobel Cres.**

19\*, 45, 51, 40.

**Church Street**

Anglican Church, 106.

**Coppin Grove**

21\*.

**Creswick Street**

5\*.

**Glan Avon Road**

4 (to be confirmed).

**Glenferrie Road**

Scotch College 491, 521, 580.

**Goodall Street**

4.

**Grandview Road**

12.

**Grattan Street**

5\*.

**Harcourt Street**

5 (and Garden), 7, 29\*.

**Hawthorn Grove**

15, 38.

Isabella Grove  
13 (to be confirmed), 21\*.

Kinkora Road  
39, 41.

Kooyongkoot Road  
26.

Liddiard Street  
71

Linda Crescent

Michael Tuck Grandstand\*

Lisson Grove  
22

Manningtree Road

Glenferrie Primary School

Mary Street  
37, 53/55.

Mason Street  
20.

Moore Street  
8.

Oxley Road  
79, 81, 83.

Paterson Street  
11.

Power Street  
131.

Rathmines Road  
Auburn Primary School.

Riversdale Road  
62 provisional, 98.

Rosslyn Street  
29.

Shakespeare Grove  
1, 31, 20.

Toorong Road  
405\*.

Victoria Road  
Auburn Station.

Wallen Road

M.T.A. Building\*

William Street  
Fire Station 68

Yarra Street  
9, 16\*, 30.

4.5        Schedule C. Places Recommended for the National Estate Register  
          (\* indicates already on National Estate Register).  
          Odds listed below evens.

Anderson Road  
19.

Ardene Court

Rear 4.

Auburn Road  
27, 43, 87, 89, 91, 93; Auburn Railway Station Precinct including Station,  
Station Entrance, overpasses and shops numbers 95-99; 111-117,  
119-121, 123-133, 173, 56, 38, 40, 42; 44, 46, 48; 186, 188, 190; 192, 424.

Barkers Road  
62, 178, 200, 482, 492, 500, 520.

Bayview Avenue  
1, 2,

Beaconsfield Road  
1, 10/12.

Berkeley Street  
22, 38.

Burke Road  
631, 649-651, 653, 705, 831, 851, 893, 997, 1045, 1093, 1099.

Burwood Road  
West Hawthorn Primary School, 55, 329, 341, 345, 365, 401, 647-653, 655-659,  
667, 759, Hawthorn Bridge, 8 Gatehouse, Hawthorn Rail Station and Bridge,  
150, 348\*, 358, 378, 448, 500, 536.

Calvin Street  
8.

Camberwell Road  
Rivoli Theatre 200, 202-210, 222-226.

Chrystobel Cres.

7, 19, 37, 45, 51, 40.

Church Street

155\*, Anglican Church\*, 106.

Constance Street

27.

Coppin Grove

5, 21\* and Garden, 41, 4.

Creswick Street

5\*.

Denham Street

109.

Denmark Hill Road

1-3.

Elgin Street

71, 97, 78, 80, 82, 84, 86, 88, 90, 92, 94, 96, 98, 100; 102, 104.

Elm Street

22

Elmie Street

11, 2, 8.

Elphin Grove

7.

Eric Street

5.

Faircroft Avenue

10.

Fordham Road

3, 7, 4.

Glan Avon Road

4 (to be confirmed).

Glenferrie Road

Scotch College various 491, 493, 521, 607, 773-779, 781, 472, 482, 512, 520, 568, 580, Glenferrie Railway Station Precinct including station, overpasses, shops, Nos. 647-649; 662-668 and Arcade; 694-704, 730, 732, 734; 756-758, 760-764, 768-772, 774-776, 778-784, 804-808.

Glenroy Road

16 (to be confirmed).

Goodall Street

1, 2, 4, 12, 14.

Grandview Road

12.

Grattan Street

5, 15\*.

Grove Road

15, 32, 40-42; 52.

Harcourt Street

5 (and Garden), 7, 9, 11 (to be confirmed), 13\* (to be confirmed), 15 (to be confirmed), 29, 31, 41, 16.

Havelock Road

27/27A, 29/29A, 31/31A, 33/33A, 38.

Hawthorn Grove

15, 17, 25, 29, 35, 47, 4, 28, 30, 38, 40.

Henry Street

1.

Hepburn Street

6.

Hilda Crescent

1, 9.

Higham Road

7.

Hollingsworth Avenue

5.

Homebush Crescent

7.

Isabella Grove

13 (to be confirmed), 19, 21, 23.

Kildare Street

9.

Kinkora Road

7 and garden, 17, 27, 39, 41, 47, 70, 74, 76, 82, 84.

Kooyongkoot Road

12, 26.

Liddiard Street

45, 51, 71 and garden.

Linda Crescent

Michael Tuck Grandstand\*

Lisson Grove

47, 65, 22, 26, 34, 42, 58.

Lyndhurst Crescent

11, 13, 19, 16,

MacDonald Street

12.

Manningtree Road

11, 81, Glenferrie Primary School\*.

Mary Street

9, 23, 27, 37, 45, 53/55; 54.

Mason Street

20, 26.

Mayston Street

51.

Melville Street

69.

Minona Street

Augustine Centre

Moore Street

2, 4, 8.

Muir Street

1A.

Neave Street

1, 2.

Oxley Road

79, 81, 83, 36.

Paterson Street

11.

Power Street

131, 12 Church, 40, 54, 144, 174.

Rathmines Road

Auburn Primary School, 215.

Riversdale Court

15.



**Riversdale Road**

17, 45, 65, 109, 169, 2, 4 San Jose, 62, 76 Summerlea Hotel, 82, 98.

**Rossllyn Street**

5, 29.

**Ryeburne Avenue**

28.

**St. Columb Street**

Church.

**St. Helens Road**

77.

**Shakespeare Grove**

1, 21 Garden, 25, 29, 31, 20, 22, 26.

**Station Street**

2/2A, 4/4A.

**Tooronga Road**

405\*.

**Tower Place**

12.

**Victoria Road**

Auburn Station, 149, 159.

**Wallen Road**

MTA building.

**Wattle Road**

1, 61, 44, 60.

**William Street**

Fire Station 68

**Wiseman Street**

1, 1A.

**Yarra Street**

7\*, 9\*, 12, 16, 30 and garden.

**4.6 Places Recommended for Individual Planning Scheme Protection.**

Under Clause 135 of the Planning Scheme, Municipalities may include specified items in the Planning Scheme for individual protection. Places within Urban Conservation Areas do not usually require individual listing as these will be adequately covered by the U.C.A. provisions. It is recommended that outside Areas where heritage protection measures are used, the following places are individually listed, or protected using an appropriate clause relating to building grade. The latter would allow changes to protection without amendment to the Planning Scheme.

Recommended for protection are

- All A and B, and C\* graded buildings.
- All C graded buildings in a Level 1 or Level 2 Streetscape.

See Schedule A, Appendix B of this Report for gradings.

This will leave approximately half of all C graded buildings outside U.C.A. Areas unprotected.

#### 4.7 Places Recommended for Other Registers and/or internal Council protection.

##### 4.7.1 Significant Tree Register

The following trees are recommended for the significant tree Register.

47	Kinkora Road	<u>Araucaria heterophylla</u>
33	Lisson Grove	<u>Araucaria heterophylla</u>
		3 <u>Cupressus sempervirens</u> "Stricta"
61	Wattle Road	<u>Ficus macrophylla</u>
	Carpark, Glenferrie Sportsground	Remnant <u>Eucalyptus camaldulehsis</u>
	500 Burwood Road (Rhema Family Church)	2 <u>Cedrus deodara</u> , and unidentified palm tree
	St. Columb's Anglican Church, St. Columb's Street	3 <u>Cupressus torulosa</u>
	Uniting Church, Denmark St.	2 <u>Phoenix canariensis</u>
	Auburn Primary School, Rathmines Street.	<u>Schinus molle</u> var. <u>areira</u> <u>Cupressus sempervirens</u> "Stricta"
	38 Hawthorn Grove	3 <u>Phoenix Canariensis</u>
	27 Yarra Street	<u>Magnolia grandiflora</u>
	6 Coppin Grove	<u>Cupressus torulosa</u>
	3a, 3b Kinkora Road	2 <u>Araucaria heterophylla</u>
	Glenferrie Primary School Manningtree Road	2 <u>Schinus molle</u> var. <u>areira</u> <u>Cupressus sempervirens</u> "Stricta" <u>Agathis</u> sp.

#### 4.8 Public Places

The following public places are recommended for protection either by an internal Council Management device, by Council Policy or by Planning Scheme protection as appropriate. Council properties and Council controlled public spaces are the framework for urban amenity generally and for conservation of historic areas. Without a consistent approach over public and private spaces the full benefit of heritage planning cannot be achieved. Council has jurisdiction over many areas including the following.

##### 4.8.1 Significant Laneways

A variety of laneway forms exist in Hawthorn. Because of the disjointed pattern of subdivision and redivision of large allotments, laneways are not a uniform characteristic. They were not always included in close subdivision and in addition a significant number of laneways have been closed in recent years, particularly in the Auburn and Power wards. None the less, laneways are still prevalent and their current status, either an open or closed, has a considerable impact on built form. This is evident in the manner in which the principal elevation to buildings was designed and in the ability of the current car access and allotment coverage to cope with current car parking and garaging requirements facing the street. Recent closure of laneways has had a considerable impact on urban form. It reduces future development options, encourages front garden car parking and increases on-street parking. The practice is inconsistent with the maintenance of cultural significance and should be discouraged everywhere and prohibited in Areas where Heritage Protection measures are to be implemented.

In some areas laneways were an integral part of a complete townplan. This is particularly clear in Grace Park where most unusual curving lanes reflect the street subdivision pattern. Their commodious size and integrated plan has produced a street form with few driveways and associated garages. As a consequence the dwellings usually have gardens which extend all around. This strengthens the prominent garden character, gives the impression of lower density and improves urban amenity for pedestrians. Moore Street is a particularly fine example of this.

Areas which have few laneways and narrow allotments tend to have severe on-street parking problems. This is a particular problem in the area south of M.L.C. Parking is also an issue for some wider allotments like Manningtree Road. Here double fronted houses rarely have room for a side drive and there is no rear lane. This pattern reflects the proximity of Manningtree Road to good transport at Hawthorn Station, and the Burwood Road tram, which allowed reasonable sized houses to be constructed without stables, and on relatively small blocks.

The laneways found in Hawthorn have a range of surface treatments. A few are fully pitched with bluestone. Some are asphalted with a pitched channel centrally or on each side and others are asphalt without any pitching. Some laneways in Auburn Ward are unsealed. In high density areas some lanes have pitched side drains indicating where downpipes for outbuildings were previously located. These provide an excellent physical reference to the previous distribution of structures abutting rear boundaries.



Figure 23. Residential laneway off Barkers Road - level 2.



Figure 24. Level 1 laneway off Henry Street.



Figure 25. Level 2 laneway - adjacent St. Columb Street.

### Grading of Laneways

The uniform feature of significant laneways throughout the Municipality is the definition of the property boundary by a fence or outbuilding. The survival of early or original hard surfaces will also contribute to a high grading. Additional features which may lead to a level 1 or 2 grading are: contributing significant outbuildings, the lack of intrusive modern garages and rollerdoors, relatively narrow opening sizes for access and the contribution of mature trees.

A few narrow walkways occur through the Municipality. These generally provide direct access to facilities such as parks, shops or transport routes. Usually these walkways have few intrusions and often have a level 2 grading.

Map B in Appendix C of this Volume indicates level 1 and level 2 laneways and walkways.

#### 4.8.2 Significant Street Trees, Schedule D.

No avenues of street trees have been assessed as suitable for the significant tree register. Several single trees on public land are recommended for this register. These are listed in Item 4.7.1.

The existing street tree plantings are a prominent part of the urban fabric of Hawthorn however, and in many cases they make a considerable contribution to the historic context for buildings and places of cultural significance. Significant structures have had "Significant Street Trees" noted on their P.I.F. A schedule of streets with significant street trees is given in Schedule D below. To be assessed as significant street trees, the trees must be:

of similar date to the subdivision and/or further development of the land.

or

be of considerable age

and

be structurally sound and healthy at our initial inspection.<sup>119</sup>

An extensive street tree planting programme was instituted in the City of Hawthorn 30-40 years ago, primarily utilizing pinoak, brush box and silky oak species. These plantings contribute to a high urban amenity, particularly in the Power and Auburn Wards. They are frequently not significant from a heritage point of view however, and are not included in Schedule D. In 20 to 30 years time these avenues may have reached a size and significance which would justify review of their inclusion on a significant street tree list.

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<sup>119</sup>. The trees have not been inspected by a horticultural specialist and some "significant street trees" might be subsequently found to have disease or structural weakness not apparent in our initial survey.

Schedule D. List of Significant Street Trees.

Auburn Road  
Chrystobel Crescent  
Linda Crescent  
Moore Street  
Ruby Street  
Eric Street  
Kinkora Road  
Camden Road  
Hilda Crescent  
Illawarra Road  
Kooyongkoot Road  
Berkeley Street  
Glen Street  
Gardiner Road  
Grosvenor Street  
Hadley Court  
Faircroft Avenue  
Corsewall Close  
Isabella Grove  
Coppin Grove  
Shakespeare Grove  
Ryeburne Avenue  
Burwood Road  
Lennox Street  
Hastings Road  
Currajong Road  
Wiseman Street  
Airedale Avenue  
Grandview Grove  
Auburn Grove  
Selwood Street  
Mt Ida Avenue  
Laurel Court  
Tiro Court  
Leura Grove  
Havelock Street  
Fletcher Street  
Higham Road  
Swinburne Avenue

4.8.3 Significant Kerbs and Gutters

All streets in the Municipality have been assessed for the presence of significant road engineering features. Over the period of Hawthorn's development there has been extensive use of bluestone pitchers for kerb and guttering in a variety of forms including ditch drains type 1a and the stone lined gutters shown below. Photographic evidence of earlier street forms suggests that ditch drains were a common type until the twentieth century when they were replaced as part of a flatter overall camber and road edge treatment. Ditch drains usually incorporate a grassed verge beside the footpath, a deep V or U shaped drain, a gravel or dirt verge and a high road crown as shown below. (Figure 27).



Figure 26. Type 1a gutter e.g. Colvin Grove.

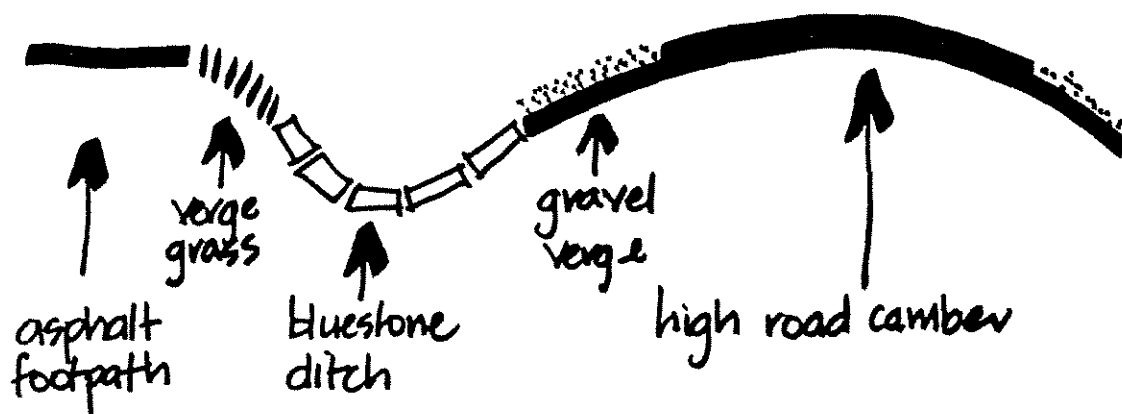


Figure 27. Type 1a gutter.



The high road crown and gravel edges reduced the carriageway width, decreased the speed at which vehicles could travel and diminished to space available for on-street parking. The drains could accumulate a large quantity of debris if inadequately cleaned and were considered by some to be a health hazard. Whilst this road and drain system can still be found in a few country towns e.g. Ballarat, it is becoming increasingly rare, and is extremely rare in Melbourne.

Gradually these roadway configurations were replaced with a flatter street section and bluestone kerb and gutters. This was a great improvement in commercial centres where the provision of bridges over gutters was no longer required. (Bridged gutters survive in Beechworth and in isolated locations elsewhere in Victoria). A City of Hawthorn engineers department drawing for Creswick gardens in the early twentieth century shows the two main types (see Figure 28) - ditch drains, type 1a and stone kerb and channel, type 2a.

Generally, the earlier the installation, the higher the construction quality, the tighter the joints, more square the stones and the higher the likelihood that the stones were laid without mortar.

New drainage systems and roadway modifications further altered many of the bluestone edge gutters. In many locations bluestone pitches were relaid to accommodate new services utilizing one or two, rather than four gutterstones. These are generally set in cement mortar. In recent years asphalt has been laid directly over the pitches leaving only one gutter stone exposed in many streets.

Footpaths in Hawthorn are predominantly of asphalt. This material continues to be the most appropriate for the majority of Hawthorn's Heritage Areas. Around Urquhart Street, and in some streets in Auburn Ward, early concrete roads, kerb, and channel and small segment concrete footpaths have been used. These concrete installations are significant where associated with a Heritage Area. They are classified as type 3.

Figures 27, 29 and 30 illustrate the standard gutter types 1a, 2a and 2b. The full list of type is as follows:

Type 1 No kerb

- Type 1a Ditch drain incorporating five or more stones.
- Type 1b Spoon drain incorporating three stones.

Type 2 With a kerb

- Type 2a One kerb stone, three - four gutter stones (including gutters where some stones are covered by asphalt).
- Type 2b One kerb stone, one - two gutter stones.
- Type 2c One kerb stone, no gutter stones.

Type 3 Concrete kerb and gutters are significant in the Urquhart Street subdivision in company with concrete roads and footpaths.

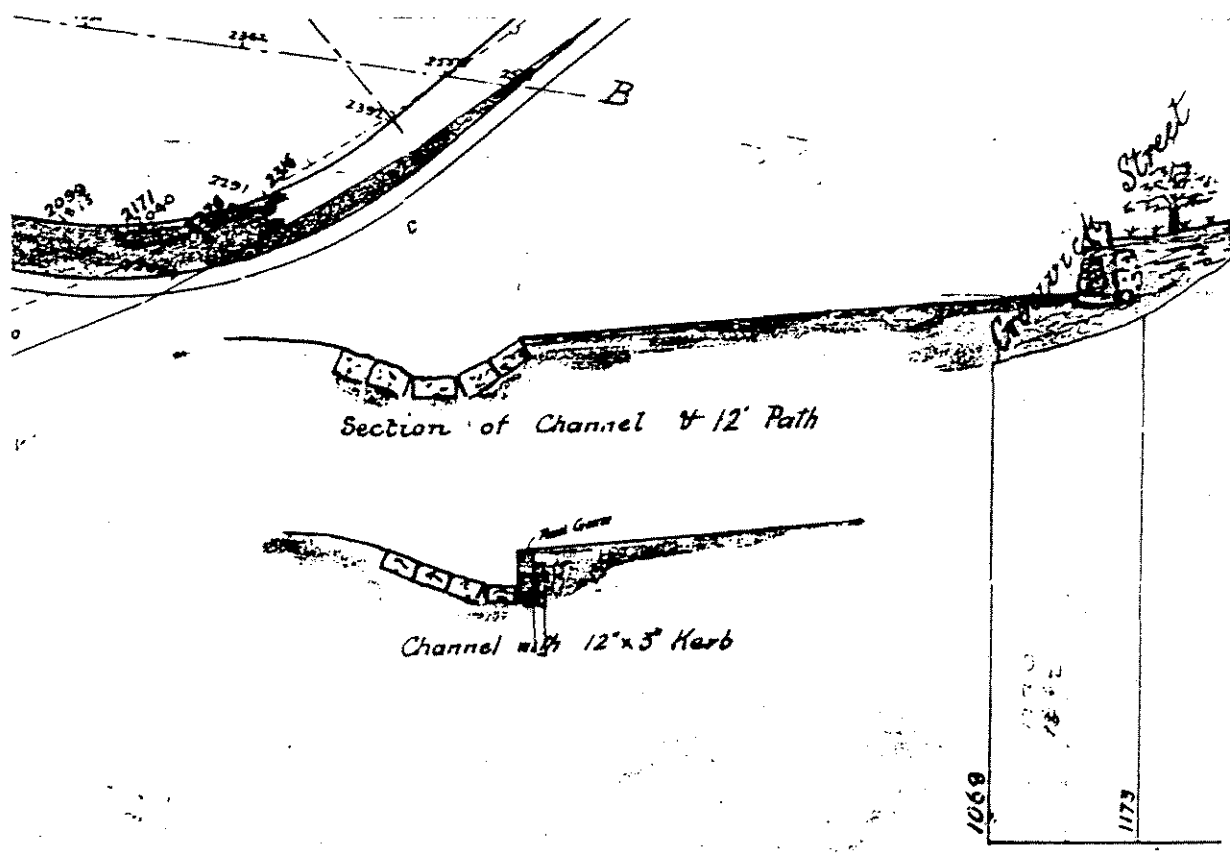


Figure 28. Two main kerb and gutter types as drawn the engineers department for Creswick Gardens road works. (Types 1a and 2a).

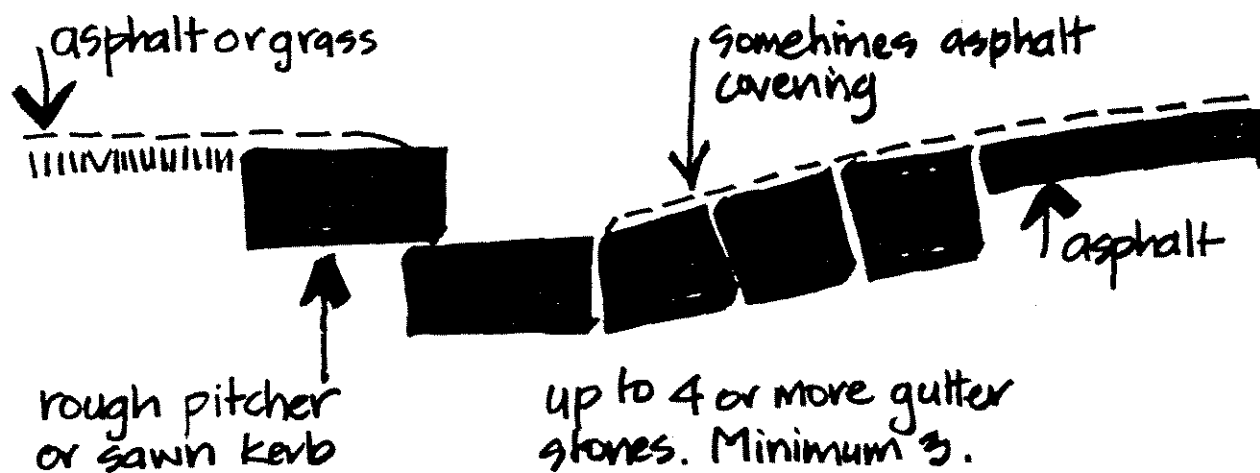


Figure 29. Type 2a kerb and gutter

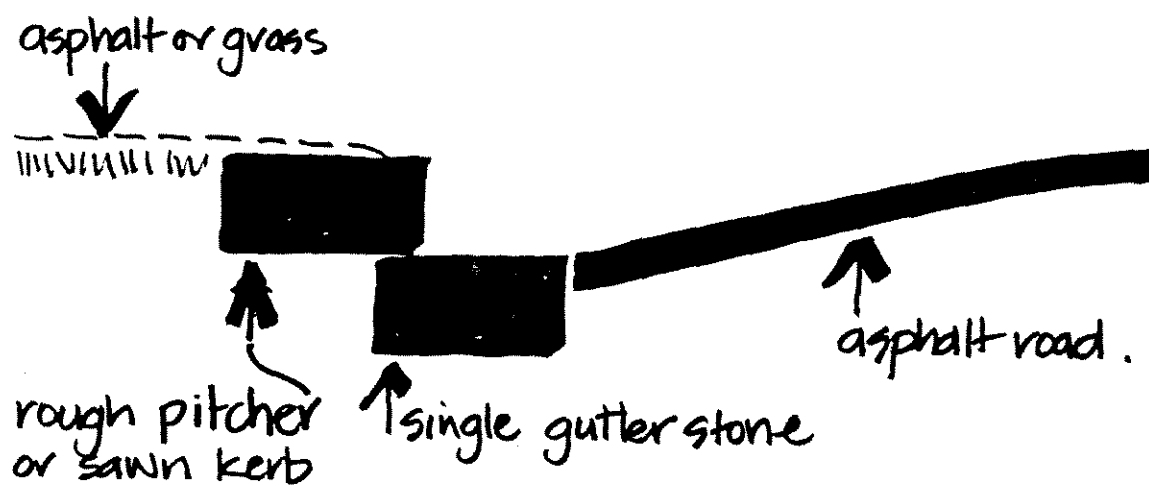


Figure 30. Type 2b kerb and gutter

## Schedule E List of significant kerb and gutters and/or roadways.

The Planning Department has further refined the list below to indicate subgroups of types 1 to 3 and the condition of the gutters.

Frequently only part of these streets have significant portions of kerb and gutter. See P.I.F.s for street to determine extent.

Chrystobel Crescent	Currajong Road	Swinburne Avenue
Mary Street	Victoria Road	
Linda Crescent	Cambridge Street	
Hilda Crescent	Stanley Avenue	
Kinkora Road		
Manningtree Road	Freeman Avenue	
New Street	Victoria Grove	
Wattle Road	Rathmines Road	
Vivian Grove		
Wattle Grove	Glenferrie Road	
Lisson Grove	Kildare Street	
Drill Street	Bayview Street	
Guest Street	Rathmines Grove	
Thomas Street	Albert Street	
Lavidge Street	Victoria Avenue	
Montague Street	Nicholson Street	
Kooyongkoot Road	Homebush Crescent	
Harcourt Street	Oberon Avenue	
Glen Street	Tara Street	
Scott Street	Lilydale Grove	
Callantina Road	Tower Place	
Allen Street	Neave Street	
Clifton Road	Tourello Avenue	
Elmie Street	Denmarkhill Road	
Selbourne Street	Hastings Road	
Lyall Street	Bowler Street	
Oxley Road		
Roche Street	Auburn Grove	
Colvin Grove	Fletcher Street	
Barkers Road	Carnarvon Street	
Isabella Grove	Rose Street	
Coppin Grove	Monteath Avenue	
Shakespeare Grove	Mayston Street	
Burke Road	Auburn Parade	
Ryeburn Avenue	Newport Crescent	
Burwood Road	Gillman Street	
Camberwell Road	Burwood Avenue North	
Council Street	Carrington Avenue	
Barton Street	Harold Street	
Lennox Street	George Street	
Denham Street	Auburn Road	
Wood Street	John Street	
Fashoda Street	Wakefield Street	
Hill Street	Frederick Street	
Lion Street	Liddiard Street	
Morang Road		
Fordholm Road	Tooronga Road	
Morrison Street	Higham Road	

#### 4.8.4 Significant Gardens and Reserves

Schedule F below lists parks, gardens and reserves in public ownership.

A Place Identification Form P.I.F. for each of these is found in Appendix D. Planning Scheme Protection is recommended to places graded A, B or C. Places graded "D" are still considered to contribute to heritage values and should receive appropriate consideration when replanning occurs.

#### Schedule F. Significant public parks, gardens & reserves

This assessment is concerned only with the heritage value of Hawthorn's public parks, gardens and reserves. It does not in any way reflect the horticultural amenity value of a site. Consequently the newer reserves, which may be extremely well planned, executed and maintained do not feature strongly on this scale.

As the sites were assessed in September, many of the exotic trees were not in leaf or flower and so complete identification could not be made.

It is recommended that for those reserves provisionally graded A, B or C, a detailed conservation analysis be carried out. Such an analysis should include a review of the Council Minutes and Council Title Books.

Map C prepared by the City of Hawthorn shows the open space resources and the former water courses.

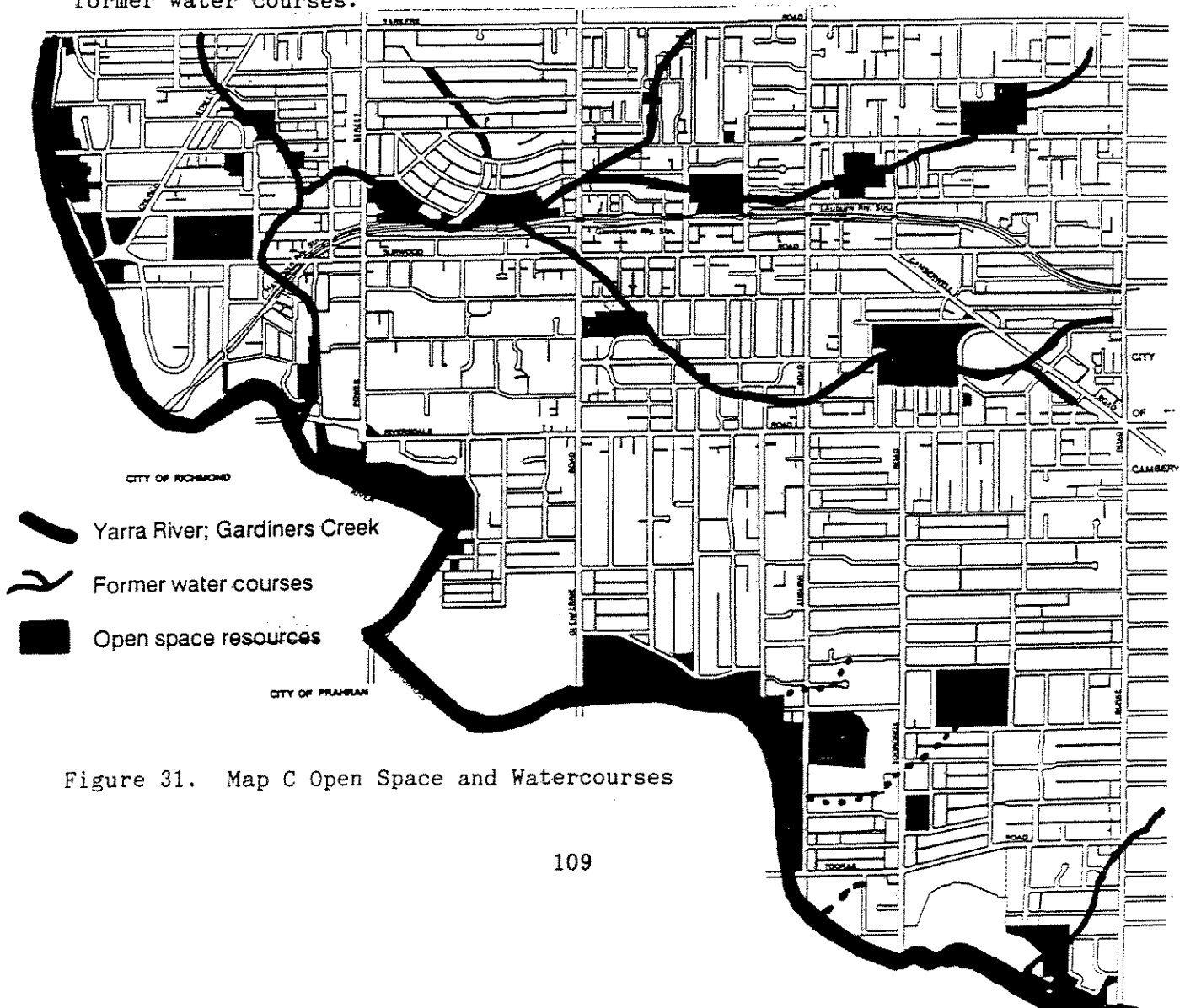


Figure 31. Map C Open Space and Watercourses

It is interesting to note that the majority of the parks with heritage ratings were established on sites once considered worthless e.g. on creek or river flats prone to flooding, brick pits, quarries tips. With Hawthorn's high population density, they are now precious open spaces. One can only speculate that more land was not put aside in the early days for public usage because the emphasis was on the establishment of extensive private gardens to match the large residences being built.

Nevertheless Council did take the initiative in many cases and acquired "useless" land for public parks and gardens in spending considerable sums of landfill and landscaping.

In other cases, land was acquired through generous donations by Hawthorn citizens. The present soaring land values make such a gesture highly unlikely today. However, with the development of the Gardener's Creek valley as open space, the early precedence of using "valueless" land for public parks is being followed

#### Schedule F List of Significant Public Parks, Gardens and Reserves

- A denotes "of State importance".
- B denotes "of metropolitan importance".
- C denotes "of considerable local importance".
- D denotes "of local importance".
- \* denotes "of no significant heritage value".

Anderson Park	Anderson Park Hawthorn East	C
Auburn Quarry Reserve	John Gardiner High School, Auburn Road, Hawthorn East.	*
L.E. Bray Native Reserve	Between Hawthorn Grove and Kinkora Road, Hawthorn	D
Burke Road South Reserve	Sinclair Avenue Hawthorn East	D
Cato Park	Tooronga Road Hawthorn East	D
Central Gardens	Henry Street Hawthorn	C
Creswick Street Gardens	Creswick Street Hawthorn	A
Elphin Grove Reserve	Elphin Grove Hawthorn	*
Fairview Park	Fairview Street Hawthorn	B
Fashoda Street Reserve	Fashoda Street Hawthorn	C

# Hawthorn Heritage Study

Glan Avon Road Extension Reserve	Glan Avon Road Hawthorn	D
Glenferrie Sports Ground	Linda Crescent Hawthorn	D
Grace Park	Hilda Crescent Hawthorn	C
Harrison Cres.	Harrison Crescent Hawthorn	*
Hawthorn Tea Gardens (Leonda)	Wallen Road Hawthorn	D
Hull Street Reserve	Hull Street Hawthorn	*
Kooyongkoot Road Reserve	Kooyongkoot Road Hawthorn	*
Liddiard Street Reserve	Corner of Liddiard Street & Auburn Road Hawthorn East	*
Mason Street	Mason Street Hawthorn	D
Morang Road Reserve	Morang Road	C
Patterson Reserve	Auburn Road Hawthorn South	*
Pridmore Park	Mason Street Hawthorn	*
Rathmines Road Reserve	Rathmines Road Hawthorn	C
Scotsburn Street Reserve	Scotsburn Street Hawthorn	*
Scullin Park	The Boulevard Hawthorn	*
Smart Street Reserve	Smart Street Hawthorn West	D
H.A. Smith Reserve	Glenferrie Road Hawthorn South	D
St. James Park	Burwood Road Hawthorn	B
Symmond Street Reserve	Symmond Street Hawthorn	*

Victoria Road Reserve	Victoria Road Hawthorn	C
Wallen Road Reserve (Power St. Reserve)	Wallen Road Hawthorn	D
Yarra Bank Reserve	Creswick Street Hawthorn	A



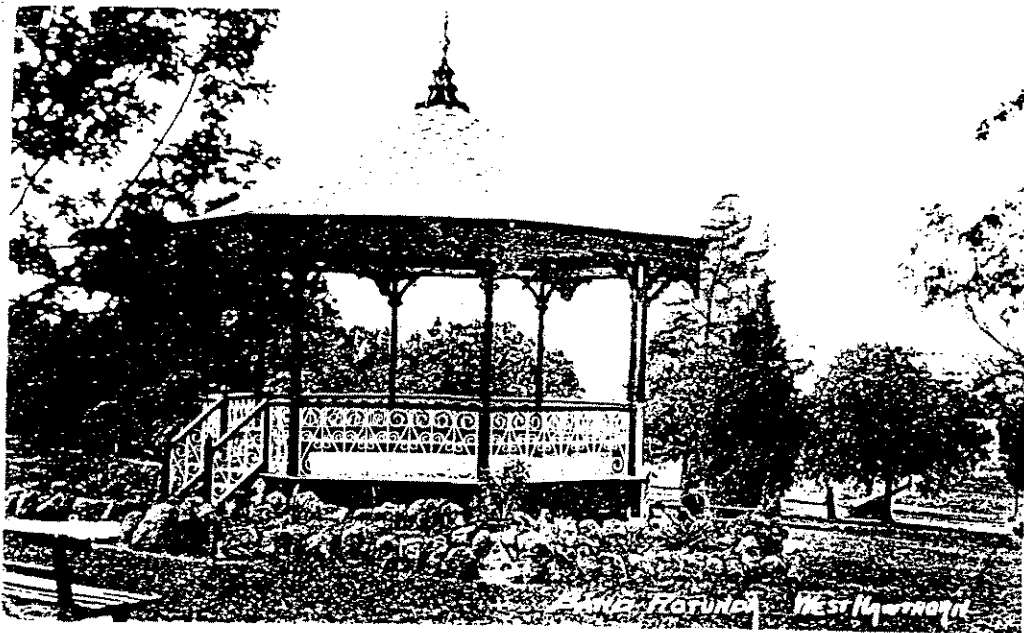
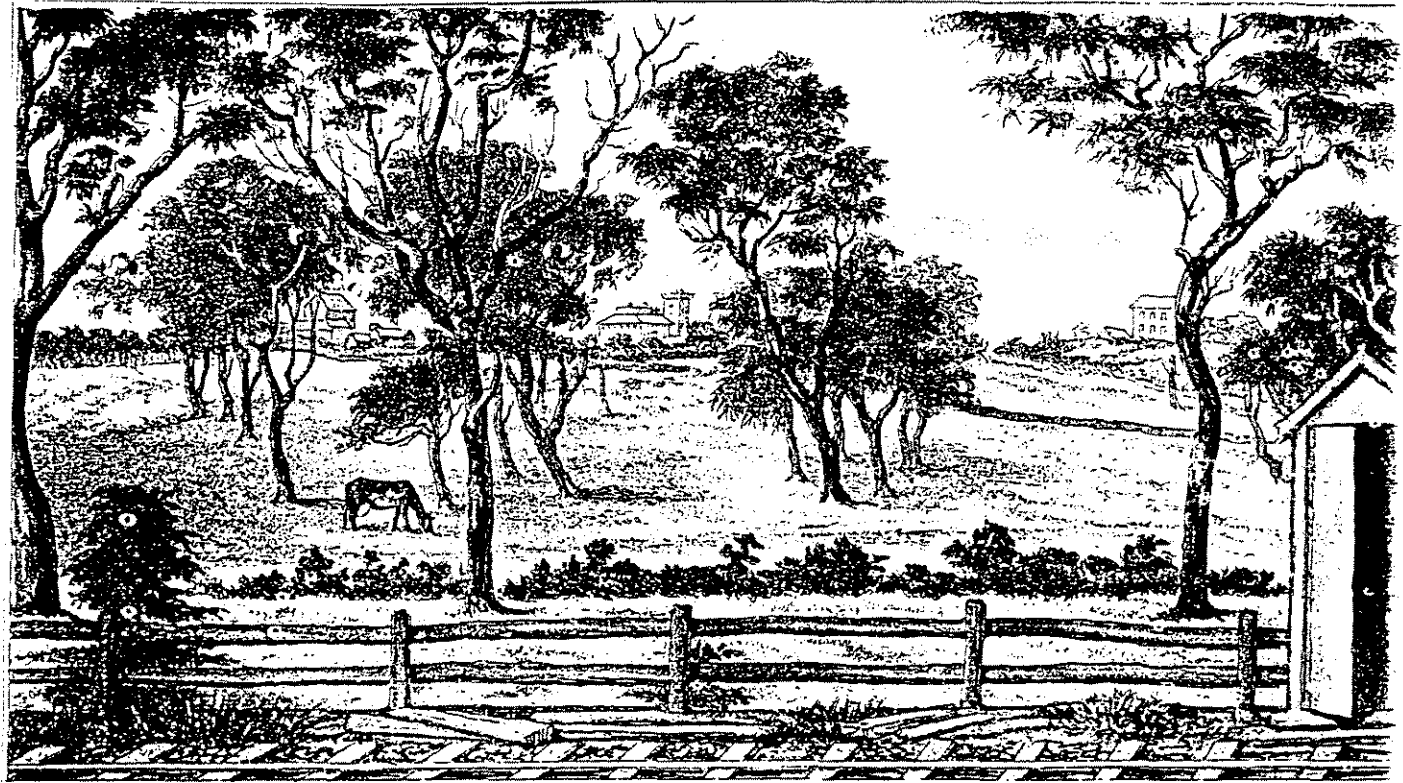


Figure 32. St. James Park, Band Rotunda c1915.  
Original held by Hawthorn City Library, LH PH85.



*Grace Park, from Glenferrie Railway Station, looking North-Westerly.*

Figure 33. Original held by Hawthorn City Library.

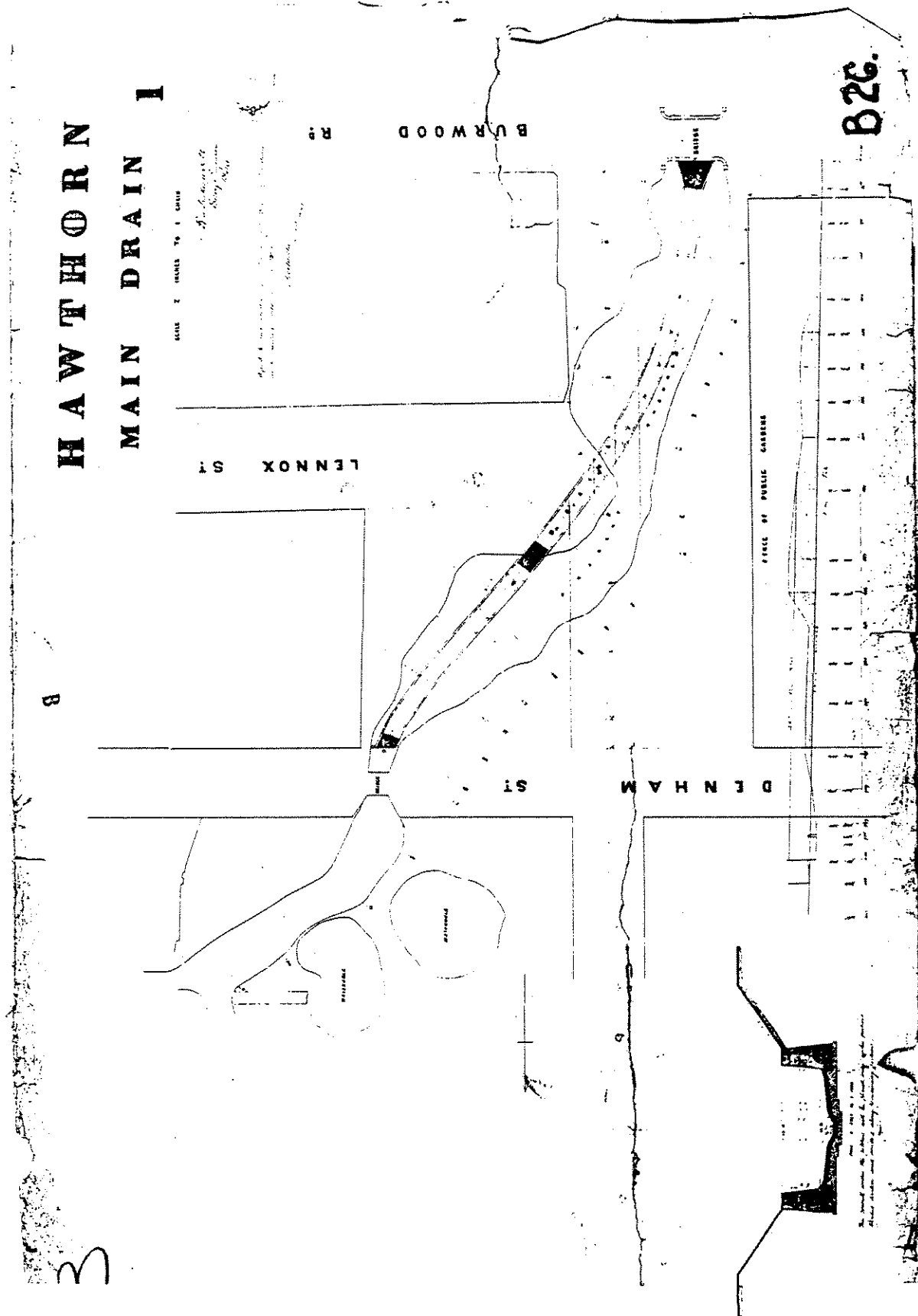


Figure 34. Hawthorn Creek (Denham Street)



Figure 35. Hawthorn Creek

#### 4.8.5 Other Significant Public Places

##### 4.8.5(i) Drains and Creeks

Hawthorn's topography is gently undulating hills and valleys. Before residential development a series of intermittent creeks dotted the landscape, channelling run off to Gardiners Creek and The Yarra. The high land was almost universally taken for the best quality housing, grading to the poorer housing in low lying areas. Subdivisions generally avoided the creeks and resulted in the retention of open low land for drainage purposes. Many of these are now parks, laneways or walkways.

Some early drainage schemes incorporate significant engineering works in brick or stone. A fine example is the lined creek bed rear St. James Park. More frequently however the creeks were barrelled underground and are only visible now in flash floods. Although creek beds are not visible, the paths of the watercourses are defined by laneways, parks and roadways along its course. The connection and interpretation of these open spaces provides an excellent opportunity for an understanding of Hawthorn's topography and the land use pattern before close settlement.

Masterplanning for this system is already in progress by the Council.

##### 4.8.5(ii) The Yarra River and Gardiners Creek

Half of Hawthorn's boundaries are taken up by waterway frontage. These natural features have been both a barrier and stimulus to development.

Access to water, coupled with close proximity to the City, encouraged early agricultural pursuits. The barrier which the river constituted prevented the haphazard, high density and often noxious activities of the City river bank seen at Richmond, and consolidated Hawthorn's development as a garden suburb. The bridges which now cross the Yarra and Gardiners Creek provide a strong sense of arrival and sense of place, which gives Hawthorn an identifiable character. These factors combine to make the Yarra River the single most important factor in determining Hawthorn's historic development and existing built form.

Hawthorn's riverine frontage has remained largely in public ownership or control. Much of this is open space. The privately controlled areas generally occur on less accessible land. By virtue of their land form, the residential use and the relatively large block sizes, the private areas contain substantial portions of densely vegetated land, including some endemic native species. In combination with the open public space the river frontage provides a valuable habitat for native birds and possums.



Figure 36. "Yarra River at Burwood Road bridge", probably early 20th century.  
Hawthorn City Library.

#### 4.8.5(iii) Railway Easements

An east west spine of Railway land traverses the Municipality. This has had a considerable impact on development in Hawthorn. Several individual items have heritage significance. They are as follows:

- Yarra Railway bridge.
- The cuttings and embankments where they occur along the full length of the line.
- Hawthorn station complex and the Burwood Road overpass.
- Power Street overpass.
- Glenferrie Station complex.
- Auburn Station complex.

See individual P.I.F. sheets for many of these items in Volume 2. and the Environmental History, Section 3 of this report.

The Kew branch line opened in 1887 and closed in 1957. Its serpentine form reinforces the distinctive layout of the Grace Park estate. Though of little developmental significance, its survival as open space contributes to the open space network and overall garden suburb character of the Municipality.

**Note 1 Areas Recommended for Heritage Protection Measures**  
**Scotch College/Glenferrie Road**

Received 20 March 1995, subsequent to site inspection

**4.2.9 Scotch College/Glenferrie Road.**  
**Representative of Changing Patterns 1920-1990.**

Glenferrie Hill rises steeply out of Gardiner's Creek. It is bisected by Glenferrie road, which is a major gateway into the City of Hawthorn. Development on the hill along this major thoroughfare, has capitalised on the available views and the boulevard status, producing buildings of high public profile, over a long period of Hawthorn's development. The utilisation of the sometimes dramatic landscape with quite large and sometimes tall buildings, reinforces the gateway character. It illustrates the respectable profile of Hawthorn, its desirable location in relation to the city particularly on the high ground, and the strong desire throughout the whole period of development in Hawthorn, to use buildings as an illustration of status in the community.

The Scotch Hill/Glenferrie Road urban conservation area is locally significant as the best example of major boulevard development attitudes applied through the nineteenth and twentieth centuries up to the present day.

**Common Characteristics.**

- A variety of residential building types including single large residences and flats.
- Generally large and impressive buildings.
- Strong landscape elements, utilizing the natural landform.
- Visible front gardens.
- Landmark institutions
- Medium density development north of Callantina Road
- Open space south at the southern end.

## 5.0 RECOMMENDED CONTROLS

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### 5.1 Background and Practicalities

The Municipality of Hawthorn contains areas and individual places which are an important part of the cultural heritage of the local area and in some instances also significant for the Metropolis and the State of Victoria. The majority of these places and areas are unprotected at present.

Because of the proximity of Hawthorn to the central Melbourne area it has always been subjected to waves of development pressure from the city. There is considerable pressure for increased office space, for highway style premises along the heavy commuter routes, and for both a considerable increase in the average house size and an increase in dwelling density. These factors all combine to threaten the garden suburb character of Hawthorn. Unsympathetic development has the potential to simultaneously diminish the heritage significance of the Municipality and its urban amenity.

Development pressures at the household level also impact upon heritage values. Less obvious to the casual observer is the frequent well meaning, but sometimes misguided over "restoration" of buildings.

Heritage controls have a considerable impact on urban amenity. They should not and cannot be used as the primary urban amenity control. Heritage controls can seek to do two things. First to protect items of historic significance from damage and second to ensure that new works are in harmony with the significant item/s, and, from time to time the area including the wider Municipality in which it is located. Heritage controls are not intended to stop new development or to preserve the community in a time capsule. Rather, future development should be both complementary to the existing and make a contribution to the contemporary cultural heritage. The byproduct of good heritage planning should be high urban amenity.

When Urban Conservation Area controls were instituted at St. James Park Estate, there was considerable concern about infringement of "rights" and unnecessary bureaucratic processes. Since that time many areas of Metropolitan Melbourne have been declared Urban Conservation Areas and/or individual places have been given Planning Scheme Protection. It is no longer unusual to apply for a planning permit to do works to a private dwelling and in the majority of cases the actions proposed cause little concern to the Responsible Authority. Nonetheless, given the larger area of Hawthorn and the considerable number of buildings to have heritage planning measures, it is sensible to allow as many "as of right" actions to occur without need for a planning permit, as is reasonable. These are outlined in 5.2 below. Existing U.C.A.'s would continue to operate under the current provisions in the Planning Scheme.

### 5.2 Items Specifically not subject to control by Planning Permit.

For properties in new Areas with heritage planning measures and for buildings individually protected under the Planning Scheme, the following actions would not be required to seek planning permit approval on heritage grounds:



a. Painting

Painting to previously painted surfaces. No permit would be required for colour schemes provided that the surface to be painted is not presently unpainted, brick, stone, render, roughcast or glass.

b. Maintenance

No permit would be required for repair or maintenance provided that this matches the existing. This would cover items such as gutters and downpipes, broken roof tiles, repair to glazing etc.

c. Fences

Side and rear boundary fences would not require a permit provided that they are not visible from the street or a level 1 or 2 lane, that they do not exceed 1.8m, and that they occupy the property boundary.

Front boundary fences and visible portions of side boundary fences would not require a permit provided that

- i. For buildings constructed before 1930, they are at least 50% open, evenly distributed across their extent and between 1.2 and 1.4m high.
- ii. For buildings constructed after 1939 provided they are between 400 and 800mm high.
- iii. Buildings constructed between 1930 and 1939 have more variable characteristics and should be individually assessed through the planning permit process.

d. Site Works

Site works to garden areas would only require a permit for: those works associated with car access and car parking; and all works to individual gardens graded A, B, C and D.

e. Concealed Additions and Alterations

A planning permit would not be required for concealed additions and alterations provided that these were to:

- C\*, C, D and E graded buildings anywhere

"Concealment" means not visible from any position within the street or lane where applicable.

ALL OTHER WORKS WOULD REQUIRE A PLANNING PERMIT ON HERITAGE GROUNDS.

### 5.3 Control Tables for Significant Buildings by Grade and Streetscape Level

All works to protected places or areas which are not "as of right" will require a Planning Permit and be subject to special controls. Tables 1 and 2 show the recommended controls for structures. Controls for natural features are given under 5.7. The tables vary to take into account a different

approach inside and outside Urban Conservation Areas. Within each table the level of control varies according to the grading of the structure and the streetscape level in which it is located. Control is exercised over three key aspects of development: demolition, alterations and permanent additions.

A permit would be required for demolition, alteration and permanent additions for

- A, B and C\* graded buildings anywhere in Hawthorn,
- C, D and E graded buildings within an Area to receive heritage protection measures and
- C graded buildings in level 1 or level 2 outside an Area to receive heritage protection measures.

The meaning of key actions and controls is as follows:

#### 5.3.1 "Demolition"

This provides protection to buildings and siteworks such as paths, fences and hard landscape features, and applies to whole or partial removal and to defacement of any parts. The level of demolition control varies from "Prohibited where visible" through "Discretionary and discouraged" to "No restriction". Partial "demolition" differs from "alterations" because no new work replaces the removed part.

##### "Prohibited"

Demolition would be unacceptable except that Council would consider a permit to demolish whole or part only where:

- (a) It is satisfied that demolition will not significantly diminish the cultural significance of the place.
- (b) The partial demolition would, preserve, or lead to reconstruction of or enhance the cultural significance of the place.

##### "Prohibited where Visible"

Demolition would be prohibited where it is visible from the principal street or side streets and to sufficient of the structure beyond to ensure the stability of the visible parts. Any new attachments to the structure are not to be visible.

Council would consider a permit to demolish the parts other than those specified above only where

- (a) It is satisfied that demolition will not significantly diminish the cultural significance of the place.
- (b) The partial demolition would, preserve, or lead to reconstruction of or enhance the cultural significance of the place.

### "Discretionary"

Demolition of whole or part of the place would be at Council's discretion. Approval to demolish whole or part would be considered only where

- (a) It is satisfied that demolition will not significantly diminish the cultural significance of the place.
- (b) The partial demolition would, preserve, or lead to reconstruction of, or enhance the cultural significance of the place.
- (c) The proposed whole or partial demolition would not significantly diminish the cultural significance of the street or precinct in which it is situated.

### 5.3.2 "Alterations"

This provides protection to buildings and siteworks such as paths, fences and hard landscape features and applies to all external changes e.g. alterations to openings, new openings, changes to surface finishes including glazing and roof materials, painting to previously unpainted surfaces, and sand blasting etc.

Control to "alterations" varies from "Discretionary if fully concealed" through various levels of control to "No restriction" as explained below.

#### "Discretionary if fully concealed"<sup>120</sup>

Alterations to significant parts of the Place would be prohibited if not concealed. Council would consider alterations where

- (a) the portion to be altered does not contribute to the cultural significance of the place, provided that the alteration proposed is complimentary to the significant parts. For example, a later addition which does not contribute to the significance of the place e.g. a carport or garage, might be permitted to be altered to make it less intrusive.

#### "Discretionary if of a minor nature"

Works of a minor nature would constitute no more than 5% of the total visible surface area.

Council would consider alterations to significant parts of the place if of a minor nature where

- (a) it is satisfied that the alteration will not lessen the integrity of the place as a whole or the contribution which the altered fabric makes to the whole.

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<sup>120</sup>. "Concealed" means not able to be seen from the footpath on the opposite side of the road at an eye height of 1.5m, and/or from oblique angles in each direction of the street for 200m.

and provided that

- (b) the alteration proposed is complimentary to the significant parts.

Council would consider alterations to non significant parts of a place where

- (a) it is satisfied that the alteration proposed is complimentary to the significant parts. Example of alterations to non significant places would be:- provision of new openings in previously altered portions of the buildings.

"Discretionary if in harmony with the character of the Conservation Area".

Council would consider alterations provided that these do not imitate previous historical styles, and are in harmony with the character of the Urban Conservation Area.

### 5.3.3 "Permanent Additions"

This provides protection to buildings and siteworks such as paths, fences and hard landscape features, and applies to all external changes e.g. new works, new openings, changes to surface finishes including glazing and roof materials, painting to previously unpainted surfaces, and sand blasting etc. "Permanent additions" refer to all items fixed to the place and includes, blinds, security grilles, decorative embellishments and the like. Controls for permanent additions vary from "Discretionary if fully concealed" through several levels to "Discretionary if in harmony with the character of the Urban Conservation Area" as defined below.

"Discretionary if fully concealed"

Council would consider "permanent additions" provided that they are fully concealed from public areas. Concealment should not rely on plants but be intrinsic to the siting of the addition.

Additions which can be removed without damage to the fabric would be considered provided that such additions are not imitative but are in harmony with the character of the building e.g. flywire doors and screens.

"Discretionary if substantially concealed"<sup>121</sup>

Council would consider permanent additions provided they are substantially concealed from public areas. Substantial concealment should not rely on plants but be intrinsic to the siting of the addition. In applying a standard "substantial concealment", the Council would require that the addition did not affect more than 5% of the total, existing, visible area when viewed from public areas. Additions

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<sup>121</sup>. "Concealed" means not able to be seen from the footpath the opposite side of the road at an eye height of 1.5m, and from oblique angles in each direction of the street for 200m. "Substantially concealed" means no more than 5% of the total existing visible surface area is effected by additions within this zone.

which can be removed without damage to the fabric would be considered provided that such additions are not imitative but are in harmony with the character of the building.

"Discretionary if these do not significantly affect cultural significance"

Council would consider permanent additions provided that cultural significance is not significantly affected, and that the addition is in harmony with the significant place. Examples of such additions might be new rear wings on corner allotments which are visible from the secondary street and fences.

"Discretionary if in harmony with the character of the Urban Conservation Area"

Council would consider permanent additions provided that the character of the new work is in harmony with the character of the Urban Conservation Area. This provision is principally applied to buildings which are already considerably altered.

#### 5.4 New Buildings and Works

New buildings and works would be controlled on heritage grounds within Areas to receive heritage protection measures. Controls would apply to vacant sites, to redevelopment on ungraded sites and to redevelopment on sites where demolition of a graded building has been permitted in accordance with 5.3 above.

New buildings and works should conform to the following standards as indicated under 5.4.1. to 5.4.4. for character, setback and height, and guidelines.

##### 5.4.1 Character of the Area.

All new buildings and works should be in harmony with the character of the Area to receive heritage protection measures, and enhance the nearby significant buildings. The character of each such Area in Hawthorn has been defined in Section 4.2 of this report. The character should be reflected in setbacks, height, built form, and materials.

##### 5.4.2 Setbacks

###### Front setback

New buildings should be setback a distance equivalent to the adjoining significant<sup>122</sup> building. Where adjoining buildings vary in their setback, the setback required will depend on:

- the nature of the new building e.g. attached or detached
- and
- the heritage characteristics of the adjoining graded buildings.

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<sup>122</sup>. A "significant" building is one which contributes to the heritage value of the Area. This will be graded A, B, C, C\*, D or E.

On wide sites (e.g. over 16m.) a setback which is equivalent to the greater setback for one third of the site might apply.

On narrow sites (e.g. up to 16m.) the greater of the adjoining setbacks will generally apply.

Where a new building replaces a previous graded building, the setback of the previous building should apply.

Where a new building replaces a previous ungraded building, the setback of the previous building would not necessarily apply.

#### Side and rear setback

Side and rear setbacks should conform with the character of the Area.

#### 5.4.3 Height

##### (i) In the Visible Zone<sup>123</sup>

Height, should be no greater than and not significantly smaller than adjoining graded buildings.

##### (ii) Outside the Visible Zone

Height should be such that the new building will not appear substantially larger than that for the character of the Area.

#### 5.4.4 Guidelines for the form of new development

See part 6 of this report.

#### 5.5 Sites adjoining A,B and C\* graded places

Sites adjoining A,B and C\* graded places, outside Areas to receive heritage protection measures in Hawthorn, would require a planning permit to ensure that the graded places remain as landmarks in their locality, and, remain in a context which is in harmony with the graded place.

To achieve these objectives, restrictions should apply for height, and front and side setback.

#### 5.6 Control Tables

The controls are summarised on the following tables. Separate tables apply according to whether the site is within an Area recommended for heritage protection measures.

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<sup>123</sup>. "Concealed" see footnote 121.

## CONTROL TABLE BY GRADE &amp; STREETScape LEVEL

Sites within an Area recommended for heritage protection measures

Place Grade	Action	Streetscape Level		
		1	2	3
A and B	Demolition	Prohibited	Prohibited	Prohibited
	Alterations	Prohibited to significant parts of the place.	Prohibited to significant parts of the place.	Discretionary if of a minor nature.
	Permanent Additions	Discretionary if fully concealed.	Discretionary if substantially concealed.	Discretionary if substantially concealed.
C*	Demolition	Prohibited where visible	Prohibited where visible	Prohibited where visible
	Alterations	Discretionary if of a minor nature		
	Permanent Additions	Discretionary if fully concealed.	Discretionary if substantially concealed.	Discretionary if these do not significantly affect cultural significance.
C	Demolition	Prohibited where visible	Prohibited where visible	Discretionary and discouraged
	Alterations	Discretionary if of a minor nature		
	Permanent Additions	Discretionary if fully concealed.	Discretionary if substantially concealed.	Discretionary if these do not significantly affect cultural significance.
D and E	Demolition	Discretionary and discouraged	Discretionary and discouraged	Discretionary
	Alterations	Discretionary if in harmony with the character of the Urban Conservation Area		
	Permanent Additions	Discretionary if in harmony with the character of the Urban Conservation Area		

## CONTROL TABLE BY GRADE &amp; STREETSCAPE LEVEL

Sites Outside Areas recommended for heritage protection measures

Place Grade	Action	Streetscape Level		
		1	2	3
A and B	Demolition	Prohibited	Prohibited	Prohibited
	Alterations	Prohibited to significant parts of the place	Discretionary if of a minor nature	Discretionary if of a minor nature
	Permanent Additions	Discretionary if fully concealed	Discretionary if substantially concealed	Discretionary if substantially concealed
C*	Demolition	Prohibited where visible	Prohibited where visible	Prohibited where visible
	Alterations	Discretionary if of a minor nature		
	Permanent Additions	Discretionary if fully concealed.	Discretionary if substantially concealed.	Discretionary if these do not significantly affect cultural significance.
C	Demolition	Discretionary, discouraged	Discretionary, discouraged	No restriction
	Alterations	Discretionary if these do not significantly affect cultural significance	Discretionary if these do not significantly affect cultural significance	No restriction
	Permanent Additions	Discretionary if substantially concealed.	Discretionary if these do not significantly affect cultural significance	No restriction
D and E	Demolition	No Restriction		
	Alterations	No Restriction		
	Permanent additions	No Restriction		



## 5.7 Controls for Public Places

Recommendations for controls in public places take two levels. The first in items 5.7.1, 5.7.2, 5.7.3, are for places which do not have a specific "A,B,C,D,or E,grading in the survey, but which contribute to the historic context of Hawthorn. It is recommended that Council set up an internal monitoring system which requires all departments to take into account heritage values before altering or permanently adding to these places. The second level of control is for specifically graded places as specified under, 5.7.4, 5.7.5, and 5.7.6.

### 5.7.1 Significant Street Trees.

These street trees should be retained and their setting enhanced by reinstating any missing elements with the same species. A full survey of the trees should be undertaken to determine their health and desirable pruning practices if any. New underground works, crossovers and overhead services should be re-routed to prevent damage to the roots and canopy.

### 5.7.2 Significant kerbs and gutters, footpaths and roadways.

In areas recommended for heritage protection measures, all items listed on Schedule E should be assessed before works occur. Heritage considerations require that type 1a and type 2a kerb and gutters should not be demolished and Types 1b, 1c, 2b and 2c gutters will ideally be retained, however their retention is a lower priority than types 1a and 2a. Where repair is required this should match the existing. Where major road or drainage works are required, care should be taken to avoid damage to the existing significant feature and to leave it in situ. Where removal is required, reinstatement should be to match the previous form.

Outside areas to receive heritage protection measures, kerbs and gutters listed in Schedule E should be retained where -

- a. A whole street contains a significant kerb and gutter and/or
- b. The item is a type 1a gutter in whole or part and/or
- c. The gutter is a type 2a gutter in whole or part and not previously altered.

Actions which will diminish the heritage significance of existing gutters include.

- a substantial number of concrete crossovers - more than 50%
- gutters which have been relaid - usually obvious due to wide joints
- less than 40% of a single side of the street surviving

Poor condition, i.e. stones disturbed by tree roots or subsidence should not on its own, diminish the heritage significance of the item. Usually poor condition is associated with interference for services and concurrent relaying, which separately affects heritage significance.

#### 5.7.3 Significant laneways.

The existing drainage and surface treatments to level 1 and level 2 lanes should be retained and maintained. Where new services are let into the existing form, the original surface treatment should be reinstated.

#### 5.7.4 Drains and Creeks

This Study has identified several items of cultural significance within the previous Creek system. They are as follows:

- Central Gardens
- Fashoda Street Reserve
- Glan Avon Road Extension Reserve
- Glenferrie Sports Ground
- Grace Park
- Mason Street Reserve
- Appian Avenue
- Morang Road Reserve
- Rathmines Road Reserve
- Smart Street Reserve

A conservation analysis, plan and master plan is being prepared by Council for the Creek system. This should take into account these elements and the significance of the creeks as a whole. The previous creek system should be accurately plotted on Council maps with remnant endemic vegetation, easements for all existing services and access requirements for existing users.

All Council departments which have an influence on the plotted creek area should adhere to the provisions of the Master Plan when undertaking works.

#### 5.7.5 The Yarra River and Gardiners Creek.

This Study has identified several items of cultural significance within the Yarra River. These should be taken into account in any masterplan for these water courses. They are as follows:-

- Wallen Road Bridge
- Railway Bridge
- Hawthorn Bridge
- Yarra Bank Reserve and Creswick Gardens Reserve (including boat shed)
- Wallen Road Reserve and Fairview Park

Consultation with The City of Hawthorn and adjoining Councils and Government authorities is already underway for these areas. The outcome for this work should be a Conservation analysis, Conservation plan, and Master plan for the Yarra River and Gardiners Creek.

Before preparation of a proposal to do works to any of the above, the responsible department at the City of Hawthorn should have regard to the contribution these elements make to the historic framework of Hawthorn, and ensure that any proposed works to the same will not diminish the cultural significance of the item or the precinct.

5.7.6 Parks and Reserves

Parks graded A, B and C are recommended for Planning Scheme protection. It is recommended that these require a planning permit for works.

To facilitate ongoing management of these parks it is recommended that the Council undertake a conservation analysis, and conservation plan and prepare a master plan for each facility. After approval of this by the Planning Department and Council, ongoing maintenance and future works can be in accordance with the Master Plan. The conservation analysis would take into consideration the intrinsic cultural significance of the park or reserve in isolation and in the context of the Municipality.

## 6.0 DESIGN GUIDELINES

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### 6.1 General Approach for Hawthorn.

New works to private and public spaces should be positive contributions to the development of Hawthorn's cultural heritage. They should be respectful of what exists but at the same time reflect the values of society at the date of construction. Accordingly new buildings and works should be recognisable as new, within the context of an established existing historic framework.

The essential requirement for good design in areas of heritage value is good manners. Imitation of previous styles is not consistent with good conservation practice. It devalues the intact significant sites by calling into question their authenticity and placing them in a false and inappropriate context.

There is enormous opportunity for good design which is in harmony with the character of the historic places in Hawthorn. Design guidelines should not be seen as prescriptive requirements. Rather they should instead form the framework for innovative design.

### 6.2 Wilson Sayer Core Guidelines

In 1985 the City of Hawthorn commissioned extensive design guidelines for the Municipality. These cover conservation guidelines and the wider issue of urban amenity. It is not the purpose of this study to repeat that large body of work. Some specific guidelines applicable to the particular characteristics of the identified areas to receive heritage protection measures are outlined below as an overlay to the Wilson, Sayer, Core, work.

### 6.3 Particular Guidelines for each Area.

These guidelines apply to new buildings, to alterations, and to permanent additions to existing buildings within the parameters of the controls table in Section 5.

#### 6.3.1 Grace Park

Garden setback	Required to match adjoining significant buildings.
Side setbacks	Required on both sides. To maintain the concept of detached houses in an open garden setting. Generally one side over 3m.
Garages and carports	Garages should not be built on the side property boundary for a distance beyond the front of the building alignment of 8m. Visible carparking in front gardens should be discouraged.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Limited to one car width (3.6m). There should be <u>no</u>

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new crossovers in Moore Street. Crossovers should be discouraged elsewhere and rear lane access encouraged.

### Materials

#### Walls:-

Face red brick as the predominant wall material. Trims in render, rough cast, weatherboards, and shingles. Wholly rendered buildings are not appropriate.

#### Roof:-

Terracotta tiles, slate or corrugated galvanised steel.

### Form

Generally a prominent roof with eaves. Pitch similar to dominant type. No parapetted walls. Wall surface a higher proportion than window surface. Single storey or attic, two storey type.  
e.g. A verandah reference facing the street.

### Height

Substantially similar to adjoining significant buildings for eaves height and maximum roof height.

### Gardens

Large areas of paving in front gardens should be discouraged.

### Street tree planting

Reinforce the already dominant deciduous plantings.

### Public Spaces

Retain asphalt footpath and bluestone kerb and channel.

### Lanes

Require fencing on the property boundary. Discourage rollerdoors and 2 car garages abutting the lane. Encourage single entrance points leading to garaging within the rear yard but not directly abutting the lane.

Retain historic pavement treatment.

### Front fences

At least 50% visually permeable. 1.2m to 1.4m high. Preferably woven wire, or capped timber picket form.

## 6.3.2 Hawthorn Grove and Surrounding area.

### Garden setback

Required to match adjoining significant building.

### Side setback

Generally, required on both sides to building Code requirement minimum.

### Garages and carports

Garages should not be built on the property boundary for a distance beyond the front of the building alignment of 8m. Visible carparking in front gardens should be discouraged.

### Rear setbacks

Building on the rear boundary is permissible.

New crossovers	Limited to one car width (3.6m). Crossovers should be discouraged and rear lane access encouraged.
Materials	Walls:- Render or face brick - red or Hawthorn. Trims in render. Roof:- Generally slate, sometimes terracotta tiles. Rarely galvanised corrugated steel.
Form	Generally detached villa designs either one storey or two storey. Walls dominate over roof forms. Wall surface a higher proportion than window surface areas. A verandah reference facing the street.
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Deciduous trees recommended.
Public Spaces	Retain asphalt footpath and bluestone kerb and channel.
Lanes	Require fencing on the property boundary. Discourage rollerdoors and 2 car garages abutting the lane. Encourage single entrance points leading to garaging within the rear yard but not directly abutting the lane.  Retain historic pavement treatment.
Front fences	At least 50% visually permeable. 1.2m to 1.4m high. Preferably woven wire, or capped timber picket form or steel fences on rendered plinth.

### 6.3.3 Harcourt Street/Rathmines Village

Garden setback	Required to match adjoining significant building or garden. Note that in Harcourt Street this will require an enormous garden setback zone. Subdivision of front gardens as building blocks should be prohibited. Gardens in Harcourt Street are frequently individually significant.
Side setbacks	Required on both sides. In Harcourt Street these should be substantial to reflect a Mansion house character.

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Garages and carports	Garages should not be built on the property boundary for a distance beyond the front of the building alignment of 8m. Visible carparking in front gardens should be discouraged.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Limited to one car width (3.6m). Crossovers should be discouraged elsewhere and rear lane access encouraged.
Materials	<p>Walls:</p> <p>Generally render, face brick in red or hawthorn sometimes weatherboard.</p> <p>Trims in render, rough cast, weatherboard or shingles.</p> <p>Roof:</p> <p>Terracotta tiles or slate or corrugated galvanised steel as appropriate to each street.</p>
Forms	In Harcourt Street and Lyndhurst Crs, generally large mansion house form single, two or three storey. Elsewhere detached villas, generally single storey. Walls dominate over roof forms. Wall surface a higher proportion than windows.
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged. Discourage removal of original planting layout and mature trees.
Street tree planting	Deciduous trees recommended.
Public Spaces	Retain asphalt footpath and bluestone kerb and channel.
Lanes	<p>Require fencing on the property boundary. Discourage rollerdoors and 2 car garages abutting the lane. Encourage single entrance points leading to garaging within the rear yard but not directly abutting the lane.</p> <p>Retain historic pavement treatment only to level 1 and 2 laneways.</p>
Front fences	In Harcourt Street maximum 1.5m height and visually permeable to display garden. Elsewhere 1.2m - 1.4m and visually permeable.

#### 6.3.4 St. James Park Estate

Garden setback	Required to match adjoining significant building.
Side setbacks	Required on both sides. Substantial setback required consistent with the dominant garden setting of most buildings in the St. James Park estate.
Garages and carports	Garages should not be built on the property boundary for a distance beyond the front of the building alignment of 8m. Visible carparking in front gardens should be discouraged. Ideally carparking and garaging is fully concealed from Public view.
Rear setbacks	No requirement.
New Crossovers	Limited to one car width (3.6m).
Materials	Walls - Wide range. Roof - Terracotta, slate or corrugated galvanised steel.
Form	Single residence up to 3 storeys with architectural features. The building should be secondary to a substantial garden setting.
Height	Appropriate to the scale of nearby properties.
Gardens	Mature trees and original hard landscaping layouts should be encouraged to be retained. Large areas of paving are undesirable.
Street tree planting	Reinforce the already dominant deciduous plantings.
Public Spaces	Retain asphalt footpath and bluestone kerb and channel.
Front fences	A wide variety of material to a maximum of 1.5m high. Solid fences are discouraged. Gardens should remain visible.

#### 6.3.5 St. James Park Estate/Creswick Gardens/Yarra Bank Reserve

Retain the historic garden layouts, mature trees and hard landscape features. Reinforce the historic town centre. Reinforce the connection between each of these parks. Concealed service buildings only. Fencing not required. A substantial input of funds will be required to renovate the existing form. Conservation analysis, plan and Master plan required to set appropriate guidelines.



### 6.3.6 West Hawthorn

Garden setback	Required to match adjoining significant building alignment (not verandah). Generally this will be small.
Side setback	Often not required. Depends on situation for adjoining buildings.
Garages and carports	Garages and carports should not be visible from the street. Car parking in front gardens should not be permitted.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Strongly discouraged. Rear lane access or on-street parking encouraged. New crossovers are only permissible where side setbacks allow access to concealed carparking at the rear.
Materials	Walls- Generally weatherboard sometimes face brick. Less commonly render. Trims in render, timber and roughcast. Roof- Slate or corrugated galvanised steel generally. Some terracotta tiles where referenced nearby on significant buildings.
Form	Attached row houses or detached building in row house forms. Generally single storey with wall surfaces more prominent than roof surfaces. Wall surface larger than window surfaces. A verandah reference facing the street.
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Small deciduous trees recommended.
Public Spaces	Retain asphalt footpath and bluestone kerb and channel.
Lanes	Require fencing on the property boundary. Discourage rollerdoors and 2 car garages abutting the lane. Encourage single entrance points leading to garaging within the rear yard but not directly abutting the lane.

Front fences                      At least 50% visually permeable. 1.2m to 1.4m high. Preferably woven wire, or simple timber picket form or steel fences on rendered plinth.

### 6.3.7 The Civic Precinct

Garden setback                      Required if existing in adjoining buildings. Not permitted for shops.

Side setbacks                      Frequently not required.  
Requirements to be consistent with adjoining buildings.

Garages and carports              Garages and carports should not be visible from the street. Car parking in front gardens should not be permitted.

Rear setbacks                      Building on the rear boundary is permissible.

New crossovers                      Strongly discouraged. Rear lane access or onstreet parking encouraged. New crossovers are only permissible where side setbacks allow access to concealed carparking at the rear.

Materials                              Walls-  
Generally weatherboard or face brick. Less commonly render.  
Trim in render, timber and rough cast.  
Roof-  
Slate or corrugated galvanised steel generally. Some terracotta tiles where referenced nearby on significant buildings.

Form                                      Variable wall surface usually more prominent than roof surface. Residences have a verandah reference facing the street. Wall surface a higher proportion than window surface except for shops.

Height                                   Substantially similar to adjoining significant buildings for eaves height and maximum roof height.

Gardens                                Large areas of paving in front gardens should be discouraged.

Street tree planting                Reinforce the already dominant deciduous plantings.

Public Spaces                        Retain asphalt footpath and bluestone kerb and channel.

Lanes                                    Require fencing on the property boundary. Discourage rollerdoors and 2 car garages abutting the lane. Encourage single entrance points leading to garaging within the rear yard but not directly abutting the lane.

Front fences                      At least 50% visually permeable. 1.2m to 1.4m high. Preferably woven wire, or capped timber picket form or steel fences on rendered plinth.

### 6.3.8 Urquhart Street Precinct and Burke Road Precincts

Garden setback	Required to match adjoining significant building.
Side setback	Generally required on both sides to building requirement minimum. Frequently one side boundary will incorporate a driveway with a setback of 3.6m. Minimum distance between adjoining buildings 3m.
Garages and carports	Garages should not be built on the property boundary for a distance beyond the front of the building alignment of 10m. Visible carparking in front gardens should be discouraged.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Limited to one car width (3.6m).
Materials	Walls- Face brick, particularly clinkers (also common reds), render and rough cast. No weatherboard. Trims in render, rough cast and shingles. Roof- Cement tiles or terracotta tiles.
Form	A prominent hipped or gable roof around 25° with eaves. Substantially smaller window area than wall area. Porch reference at front. Almost always single storey bungalow form.
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Native, evergreen or deciduous trees in keeping with existing.
Public Spaces	Concrete footpaths in small sections, concrete kerb and channel, concrete roads.
Front fences	Generally masonry low wall with piers. Chain or timber or lower masonry between piers. Maximum height approx. 750mm, piers 1.2m.

### 6.3.9 Scotch College/Glenferrie Road

Garden setback	Required to match adjoining significant building.
Side setback	Generally required on both sides to building requirement minimum.
Garages and carports	Garages should not be built on the property boundary for a distance beyond the front of the building alignment of 8m. Visible carparking in front gardens should be discouraged.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Limited to one car width (3.6m).
Materials	Walls- Face brick, particularly clinkers (also common reds), render and rough cast. No weatherboard. Trims in render, rough cast and shingles. Roof- Slate or terracotta tiles.
Form	Variable
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Native, evergreen or deciduous trees in keeping with existing.
Public Spaces	Concrete footpaths in small sections, concrete kerb and channel, concrete roads.
Front fences	At least 50% visually permeable, 1.2m. to 1.4m. high.

### 6.3.10 Central Gardens/Auburn Village

Garden setback	Required if existing in adjoining buildings. Not permitted for shops.
Side setbacks	Frequently not required. Requirements to be consistent with adjoining buildings.
Garages and carports	Garages and carports should not be visible from the street. Car parking in front gardens should not be permitted.
Rear setbacks	Building on the rear boundary is permissible.

New crossovers	Strongly discouraged. Rear lane access or onstreet parking encouraged. New crossovers are only permissible where side setbacks allow access to concealed carparking at the rear.
Materials	<p>Walls-</p> <p>Generally weatherboard or face brick. Less commonly render.</p> <p>Trim in render, timber and rough cast.</p> <p>Roof-</p> <p>Slate or corrugated galvanised steel generally. Some terracotta tiles where referenced nearby on significant buildings.</p>
Form	Variable wall surface usually more prominent than roof surface. Residences have a verandah reference facing the street. Wall surface a higher proportion than window surface except for shops.
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Reinforce the already dominant deciduous plantings.
Public Spaces	Retain asphalt footpath and bluestone kerb and channel.
Lanes	Require fencing on the property boundary. Discourage rollerdoors and 2 car garages abutting the lane. Encourage single entrance points leading to garaging within the rear yard but not directly abutting the lane.
Front fences	At least 50% visually permeable. 1.2m to 1.4m high. Preferably woven wire, or capped timber picket form or steel fences on rendered plinth.

#### 6.3.11 Corsewall Close

Garden setback	Required to match adjoining buildings.
Side setbacks	Required on one side for vehicle access to rear and for substantial side garden entry to flats.
Garages and carports	Garages should be substantially concealed. Visible carparking in front gardens should be discouraged.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Limited to one car width (3.6m).

Materials	Walls- Cream bricks generally, sometimes red brick. Trims, brickwork Roof Terracotta ornament tiles
Form	Two storey multiple unit dwellings designed to appear as a single large residence. A prominent hipped or gable roof around 25° with eaves. Substantially smaller window area than wall area. Porch reference at front. Almost always single storey bungalow form.
Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Reinforce the already dominant deciduous plantings.
Public Spaces	To match existing.
Front fences	Masonry to maximum 700 high.

#### 6.3.12 Fairview Park/Wallen Reserve/Riversdale Road

Park areas: Conservation analysis and plan and Master plan required. Guidelines will be set by this document.

##### Buildings:

Garden setback	Required to match adjoining.
Side setback	Required to match adjoining.
Garages and carports	Garages and carports should not be visible from the street. Car parking in front gardens should not be permitted.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Strongly discouraged. Rear lane access or onstreet parking encouraged. New crossovers are only permissible where side setbacks allow access to concealed carparking at the rear.
Materials	Walls - Generally render, roughcast or face brick. Roof - Slate or terracotta tiles or cement tiles.
Form	Prominent roof generally.

Height	Substantially similar to adjoining significant buildings for eaves height and maximum roof height.
Gardens	Large areas of paving in front gardens should be discouraged.
Front fences	Generally low 400-700mm., brick render, simple.

#### 6.3.13 Leslie Street

Garden setback	Required to match adjoining significant building.
Side setback	Required to match symmetrical street form.
Garages and carports	Garages and carports should not be visible from the street. Car parking in front gardens should be permitted.
Rear setbacks	Building on the rear boundary is permissible.
New crossovers	Prohibited.
Materials	Walls- Weatherboard Roof- Corrugated galvanised steel.
Form	To respect the symmetrical street form.
Height	To match existing.
Gardens	Large areas of paving in front gardens should be discouraged.
Street tree planting	Symmetrical in form. Deciduous.
Public Spaces	Retain asphalt footpath and bluestone kerb and channel.
Front fences	Generally low 500-700mm., facebrick, and simple.