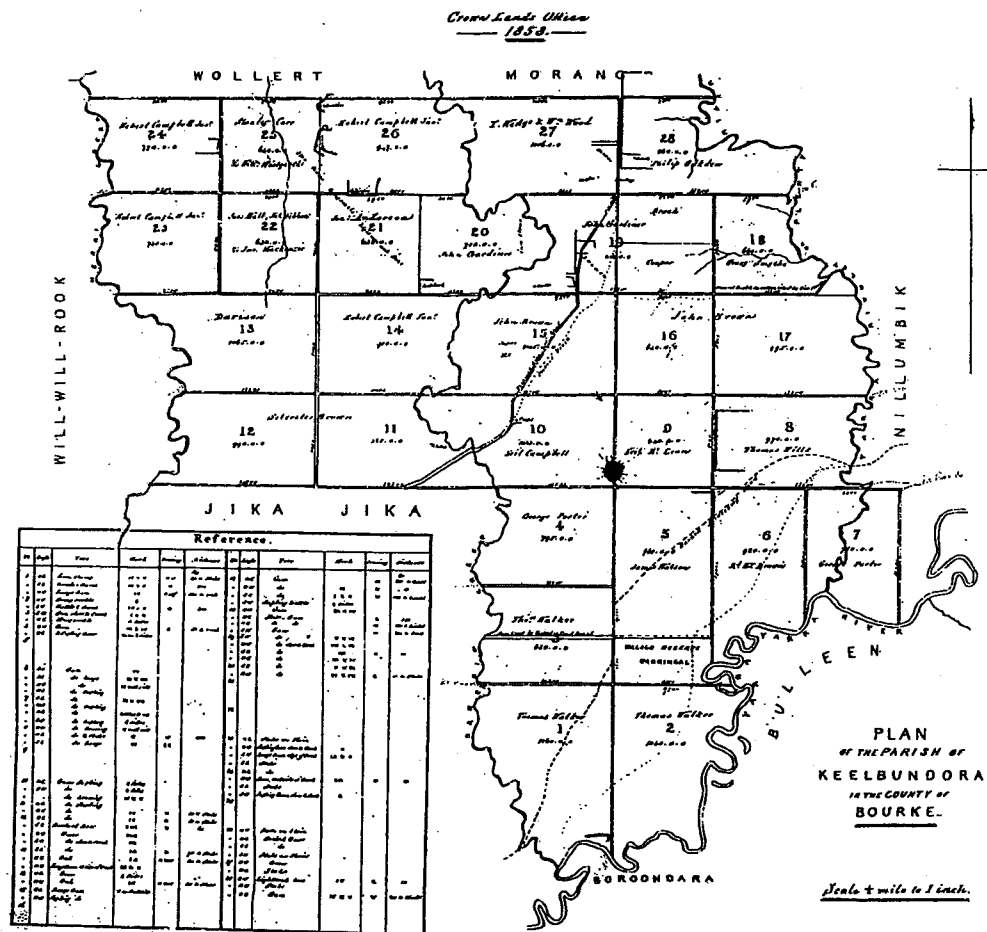


# BANYULE HERITAGE PLACES STUDY

## AN URBAN HISTORY



VOLUME 1

July 1999



# **BANYULE HERITAGE PLACES STUDY**

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## **AN URBAN HISTORY**

**Prepared for the**

**BANYULE CITY COUNCIL**

**VOLUME 1**

**Allom Lovell & Associates**  
Conservation Architects  
35 Little Bourke Street  
Melbourne 3000

in association with

**John Patrick Pty Ltd**  
Landscape Heritage Consultants  
304 High Street  
Kew 3101

July 1999

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This report is Volume 1 of a set, comprising:

<b>Volume 1</b>	<b>An Urban History</b>
Volume 2 Part 1	Building Citations: Datasheets A-K
Volume 2 Part 2	Building Citations: Datasheets L-Z
Volume 3	Landscape Citations
Volume 4	Heritage Areas
Volume 5	Summary of Recommendations and Heritage Overlay Schedule

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## CONSULTANTS

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This report was prepared by:

Robyn Riddett

Kate Gray

Katrina Place

*Allom Lovell & Associates*

In association with:

Barrie Gallacher

Simon Howe

*John Patrick Pty Ltd Landscape Architects*

## SUMMARY OF EVENTS

HISTORIC THEME	Pre- 1840	1840- 1850	1860	1870	1880	1890	1900	1910	1920	1930	1940	1950	1960	1970	Post- 1980
Pioneer Farming															
Timber Cutting															
Gold Mining															
Rural Development															
Land Boom															
Suburban Develop.															
Heidelberg School															
Artists & Writers															
Mud Brick Housing															



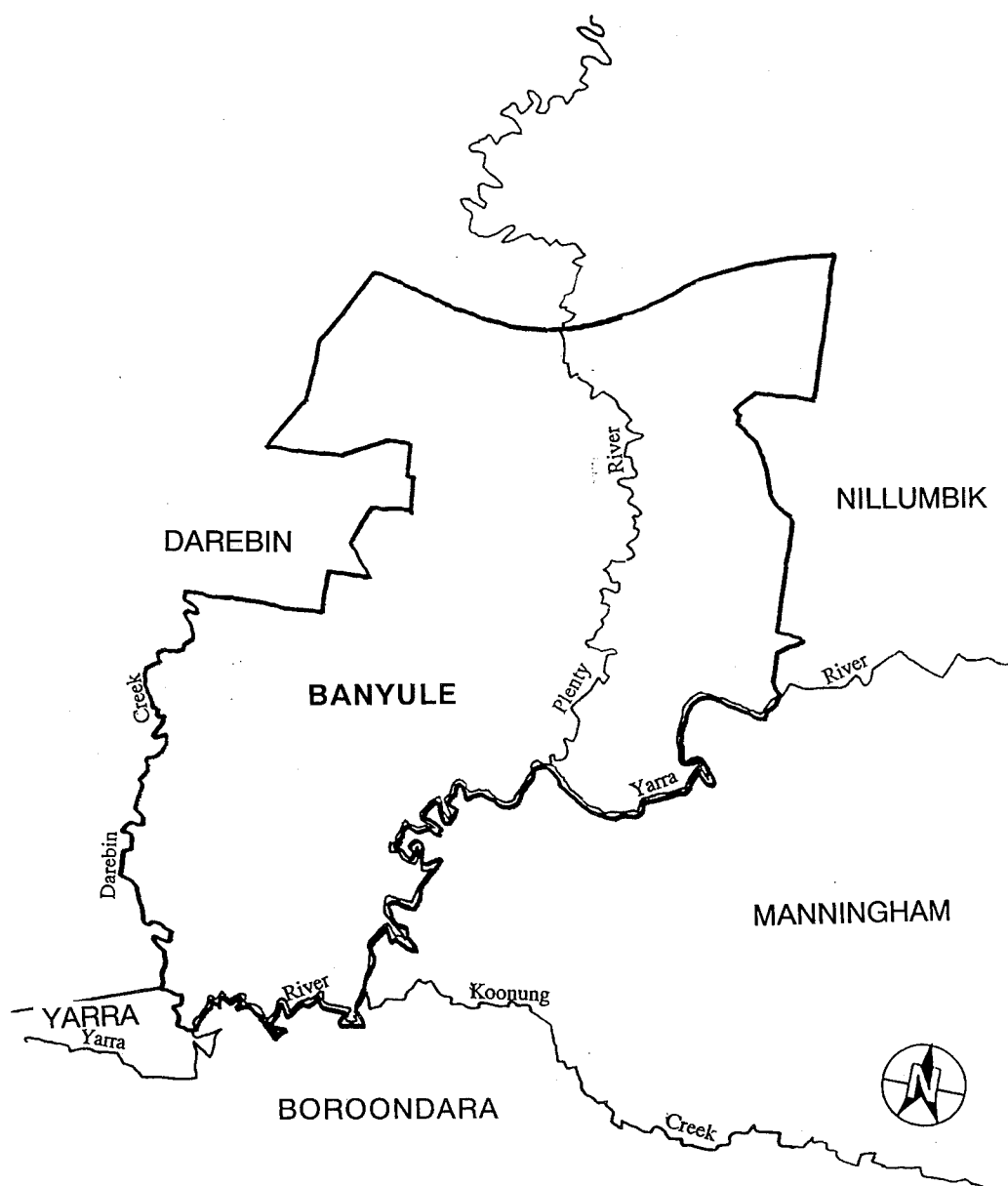
## **1.0 INTRODUCTION**

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The municipality of Banyule is located to the north east of the city. It covers some 63 square kilometres, and stretches from Ivanhoe in the south to Greensborough in the north, and from West Heidelberg and Bundoora in the west, across to Montmorency and Lower Plenty in the east. It comprises most of the former municipality of Heidelberg, together with substantial areas of the former shires of Eltham and Diamond Valley. It shares borders now with the newly formed municipalities of Darebin and Yarra to the west, Boroondara and Manningham to the south and Nillumbik to the north and east. A major watercourse, the Plenty River, runs through the municipality, while the Yarra River forms the southern and south-eastern boundaries, and the Darebin Creek forms the western boundary.

Any history of Banyule must necessarily be the history of a district, rather than that of a municipality or of one particular community. Those areas which now combine to form the municipality of Banyule, historically have developed as separate local government areas, townships, and communities, with quite different patterns of economic and social development. To a large degree these differences are reflected in patterns in the built environment and landscape across the municipality. At the same time, there are themes of historical development which were broadly similar across large areas of Banyule, and these are also evident in the urban environment.

This history attempts to describe the broad patterns of development across Banyule in the post-European contact period, and the way in which these patterns are reflected in the urban character and heritage of the municipality. To a large extent it relies upon the work undertaken by Graeme Butler in his 1985 Heidelberg Conservation Study and by David Bick and Carlotta Kellaway in their 1992 Eltham Heritage Study. Other valuable sources of information have included the many accounts by local historians of particular areas and townships within Banyule.



*Figure 1 Study area, showing location of principal watercourses*



## **2.0 PATTERNS ON THE LAND 1837-1860**

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### **2.1 The Land**

The southern reaches of Banyule are defined by two of its principal watercourses. To the west is the Darebin Creek, and to the south and east is the Yarra River. Also running north-south through Banyule is the Plenty River (Fig. 1).

On the western side of the Plenty River is a relatively recent basalt plain, which stretches across the northern parts of the metropolitan area. At the Plenty River Valley, this basaltic plain suddenly gives way to the extensive hill country which continues eastward into the Yarra Valley. Those parts of the municipality to the east of the Plenty River (formerly part of the Shires of Diamond Valley and Eltham) were formed by Devonian and Silurian sedimentary rocks dating from the Palaeozoic Age, over 400 million years ago, with veins, dykes and reefs of quartz occurring throughout. Because of the difference in geology, the floodplains on the west of the Plenty River proved to be more fertile than the sedimentary lands to the east.<sup>1</sup> This in turn influenced these patterns of land use and development and these varied accordingly across the municipality.

The landscape through which the Plenty River flows to the Yarra is predominantly gently undulating, with the land to the east of the Plenty featuring more steep gullies and rough ridges.<sup>2</sup> In its natural state the area east of the Plenty was wooded with thick forest and was often referred to as the 'stringybark ranges',<sup>3</sup> while that to the west appear to have been more 'park-like' in its appearance, being more open and well grassed.<sup>4</sup>

### **2.2 First Impressions**

John Batman is said to have signed his treaty with the Aboriginal people in 1835 on the eastern banks of the Plenty some distance upstream from Heidelberg, probably in the vicinity of Greensborough. In his journal, Batman described the Plenty as 'a beautiful stream of water', and noted that 'the country about here exceeds anything I ever saw both for grass and richness of soil ... the timber is light and consists of the oak and small gum, with a few wattle ...'<sup>5</sup>

One of the next to pass through the area was Joseph Tice Gellibrand, pastoralist, explorer and former Attorney-General of Van Diemen's Land. Gellibrand travelled through the area east of Keilor, across 'fine feeding land,

and came upon a rapid stream of water flowing like all the other rivers from the North to the South. We called this river the River Plenty, as it is the only stream except the Barwon deserving the name of a river ... We then crossed the river and made an easterly course across forest land about six miles, until we came upon another rapid stream flowing in a southerly direction and which it was impossible to cross in consequence of the Hills and Scrub.<sup>6</sup>

This 'rapid stream' was the Diamond Creek, which Gellibrand finally managed to cross. The land on the other side (possibly Eltham or Eltham South), was 'very heavily and thickly wooded' however, and he was obliged to cross back.<sup>7</sup>

In March 1837, Governor Richard Bourke rode along the banks of the Yarra and remarked upon the superior quality of the land to the south at Heidelberg, which he described as thinly wooded, without scrub and with occasional fine flats near the river bank.<sup>8</sup> Other early settlers, homesick for the green fields of England, revelled in the relatively green and fertile qualities of the southern parts of Heidelberg. As 'Rolf Boldrewood' (TA Brown) wrote;

The Country presented an ever-varying succession of lightly-timbered hill and dale, well-grassed downs alternated with groups of tall, handsome trees, and the land was fertilized by the winding Yarra Yarra ... The views are pretty, - yes, very pretty; consisting of extensive undulations of thickly wooded country, and ranges of blue hills in the distance, while the immediate road the whole way would be, were the grass green, a road through a park.<sup>9</sup>

A survey plan of 1858 indicates the types of indigenous vegetation in the area at that time, the principal species being 'gum, wattle, Bastard Box, Lightwood and honeysuckle [Banksia].'<sup>10</sup> From 1860 onward, however, early paintings and photographs recorded the impact on the land of sheep and cattle grazing and agriculture, with large areas of land being cleared and planted in part with exotic species of grasses and trees. Indeed, the McLean family brought sheep from Van Diemen's Land to their property Strathallan in the late 1830s.<sup>11</sup> Land was fenced, and as the European settlers came through the area, and established their farms and homesteads, orchards and kitchen gardens were established, irrevocably changing the natural landscape.<sup>12</sup>

## 2.3 Survey and Sale

The land which makes up the City of Banyule was surveyed as two separate parishes, the Parishes of Keelbundora and Nillumbik, each of which followed a slightly different pattern of subdivision and sale.

### Keelbundora

The first lands in Banyule were alienated from the Crown in late 1837. Between June and September of that year, Government surveyors Robert Hoddle and William Wedge Darke laid out rural sized portions - varying between 640 acres (259 hectares) and 1,260 acres (510 hectares) between the Yarra and Plenty Rivers and the Darebin Creek. This new parish was named Keelbundora (Fig. 2). As part of their survey, Hoddle and Darke also laid out a village reserve (Warringal Village, later Heidelberg), set on 'open forest land' on the Yarra River (Fig. 3).

Sales commenced in Keelbundora in December 1838.<sup>13</sup> The land was purchased for the most part by speculators, and Keelbundora's first subdivisions were undertaken soon afterward. The most desirable land in the parish was naturally that closest to Melbourne Town. This land also had the added advantage of proximity to three watercourses. Sydney merchant and speculator, Thomas Walker, purchased four of the Crown portions in the southern part of Keelbundora (Portions 1, 2, 3 and 8), and these were the first to be subdivided.

North of Heidelberg, the Bundoora-Watsonia area was also a target for land speculation, with much of the land being purchased by Sydney residents. For example, John Brown, of Sydney, purchased Portions 15, 16 and 17 Keelbundora, a total of 1,067 hectares, which remained in his ownership for many years, being leased to tenant farmers. This land stretched across from Macorna Street, north of Grimshaw Street, west to the Darebin Creek.

The rich farming land on the Plenty River in the far north of the parish of Keelbundora was also considered to be good agricultural land and sold relatively quickly. Some of this land was resold almost immediately, divided into medium sized farms, as suggested by the following advertisement, from the *Port Phillip Gazette*:

#### AGRICULTURAL LAND ON THE PLENTY

For sale (as soon as surveyed) several farms from 100 to 300 acres [40 to 120 hectares] of the very best land, without exception in the Colony, it is within about 10 miles [16.1 km] of Melbourne. There are several mill sites with a never failing supply of water on it's front

...

P W Welsh.<sup>14</sup>

Crown Lands Office  
1858.

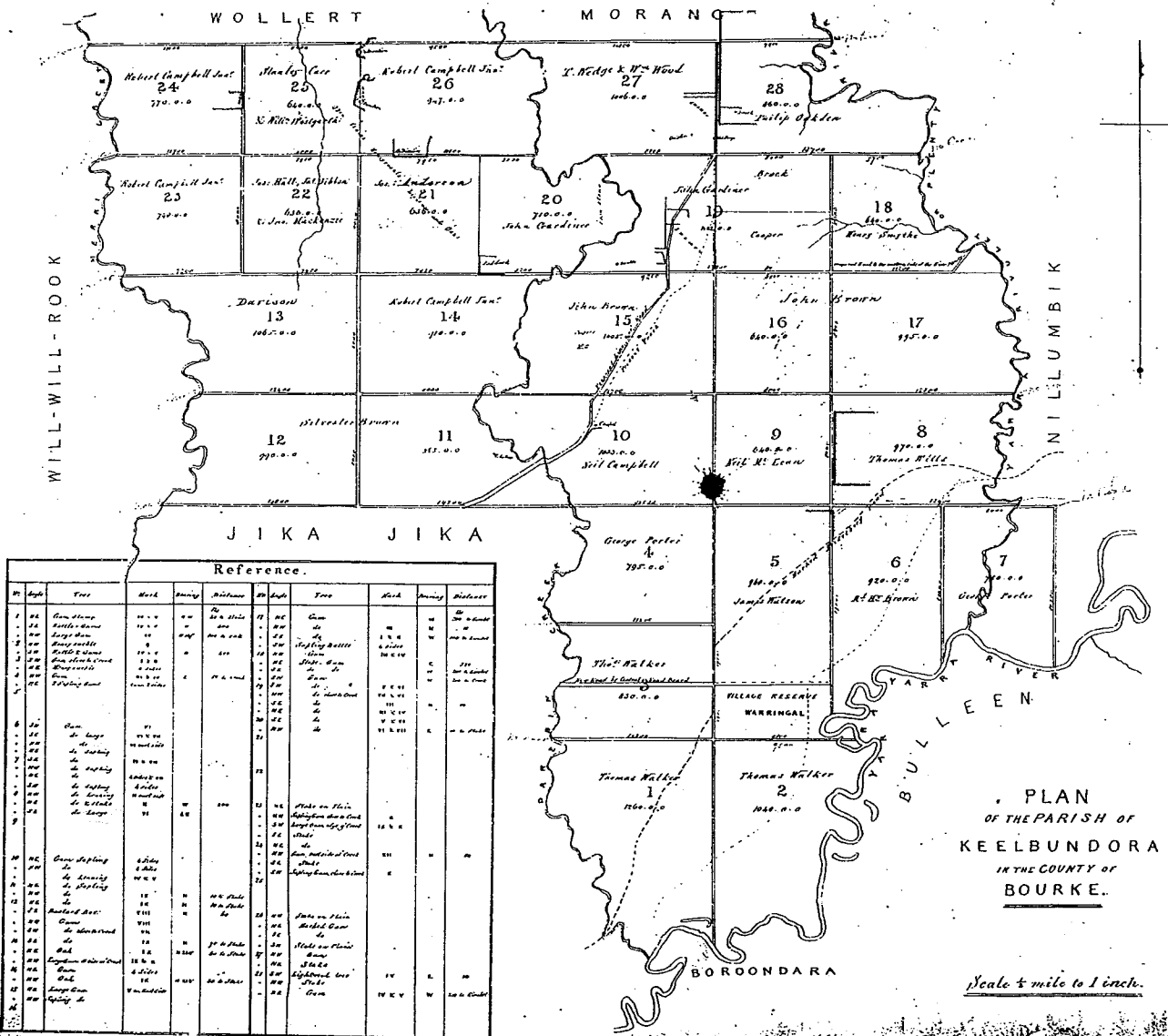


Figure 2 Plan of the Parish of Keelbundora, showing the location of Hoddle and Darke's village reserve.  
Central Plan Office.

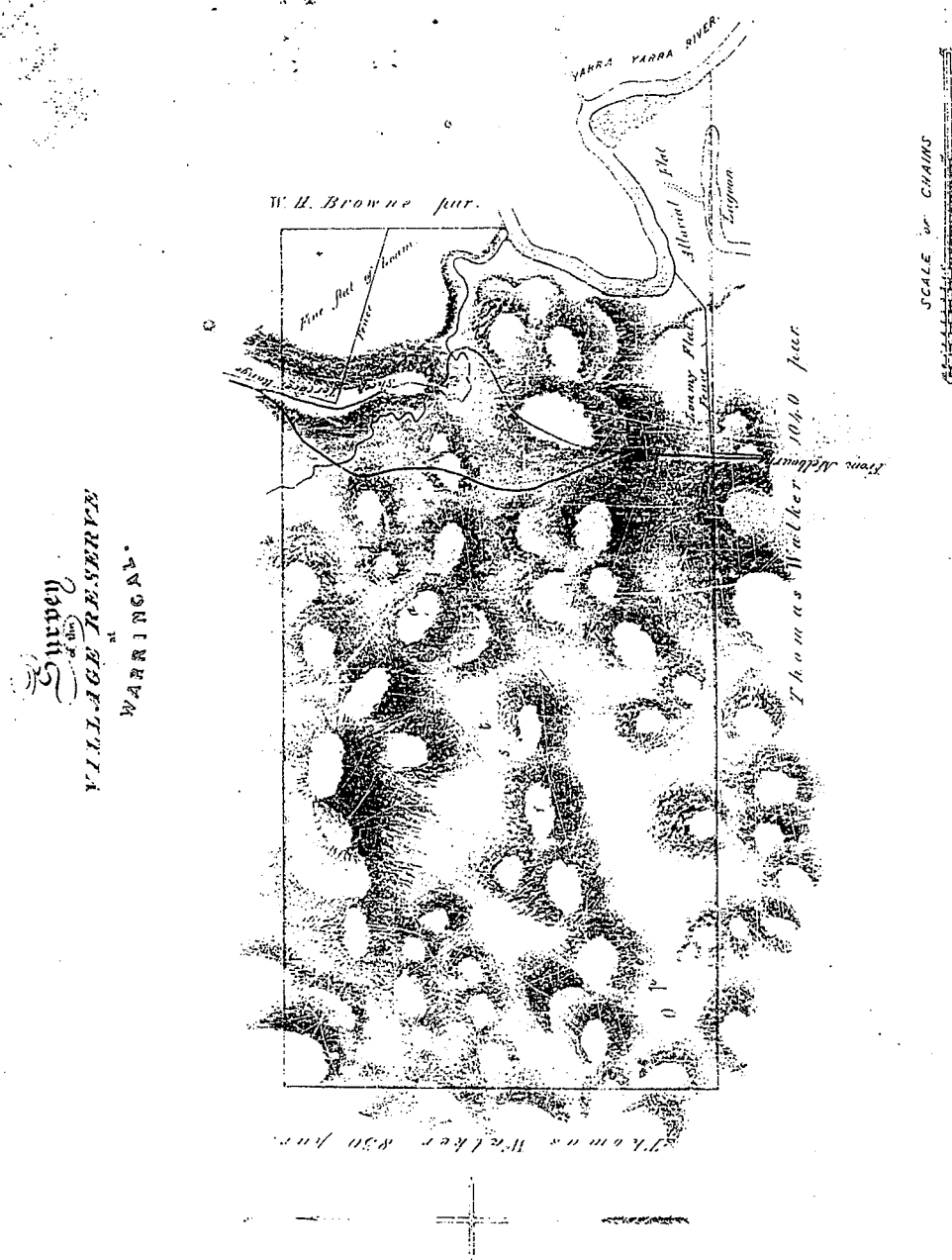


Figure 3 Survey of the Warringal Village Reserve, showing the nature of the landscape, 1851.  
Central Plan Office.

## **Nillumbik**

In the following year, the survey of Melbourne land extended from the Heidelberg area north-east across the Plenty River. In April 1839, having completed the survey of land to the west of the Plenty River, Hoddle instructed Assistant Surveyor, T H Nutt to commence the survey of land on the eastern side of the river.<sup>15</sup>

Nutt, who worked his way north from the Yarra along the Diamond Creek, gave his new parish the Aboriginal name of Nillumbik.<sup>16</sup> The original survey of the Parish of Nillumbik included a Government Reserve, later known as the Eltham Village Reserve (now wholly in the present Shire of Nillumbik, Fig. 4). The nature of the land and its vegetation, including a reference to the 'stringybark ranges', referred to earlier, 'is shown on another 1840 plan of the Parish of Nillumbik (Fig. 5).

Most of the land in Nillumbik proved harder to sell than that in Keelbundora. In the 1840s, the good quality land in the Montmorency and Lower Plenty areas, which was also relatively close to the Yarra, was surveyed and sold. Some 780 acres (320 ha), for example, was purchased at Lower Plenty by George Porter.<sup>17</sup> To the north, in the Diamond Valley area, however, poor grazing land hampered land sales. Despite offering the land at extremely low prices, in late 1840, Hoddle reported to Lieutenant-Governor LaTrobe that 4,046 hectares of land at Nillumbik remained unsold.<sup>18</sup>

See Cat. P. 19-1110

PLAN  
of  
Portions of Land  
as measured in the  
Parish of Nillumbik  
County of Bourke

Note - The Parish of Nillumbik was measured & described in 1842. This shows a subdivision of some of the portions - which are consequently smaller.

Donalson  
640 acres  
640 acres  
640 acres  
640 acres  
640 acres

Allison  
640 acres  
640 acres  
640 acres  
640 acres  
640 acres

Donalson  
985 acres  
985 acres  
985 acres  
985 acres  
985 acres

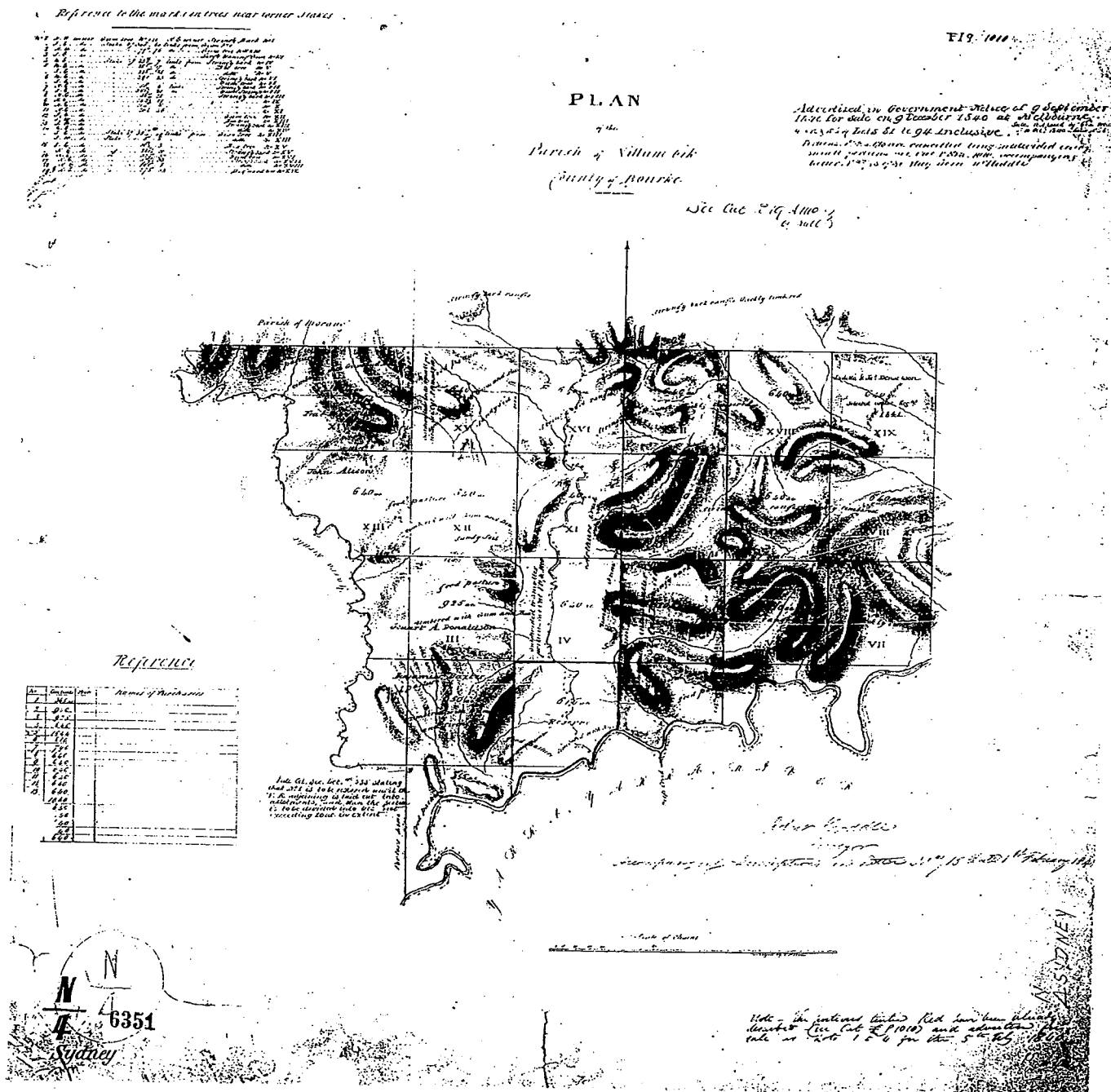
B. Baxter  
930 acres  
930 acres  
930 acres  
930 acres  
930 acres

Village Reserve  
Yarra Yarra River  
N Sydney

Scale of Chains

Department of Lands and Survey  
REPRODUCED AT THE CENTRAL PLAS OFFICE  
Date 10/10/63

Accompanying Letter from M. Waddell  
with Description 10/4/63 of M. Waddell  
6358







### 3.0 USING NATURAL RESOURCES 1840-1860

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The 1840s and 1850s saw patchy settlement and development in the Banyule district. The nature of this development varied considerably throughout the study area, though, in contrast to inner suburbs such as Fitzroy, Richmond and Collingwood, the general emphasis in this period remained on rural sized landholdings and pastoral and agricultural activities. In the southern parts of the City of Banyule, a good deal of land was taken up by gentlemen farmers, who built large and relatively palatial country villas on land which remained within easy commuting distance. Further north and north-east, land was much less intensively settled, though agricultural development of one sort or another was undertaken across the study area. Overlaid onto this basic pattern of agricultural development were the activities of timber-cutters and goldminers, who moved through the district in the 1840s and 1850s.

#### 3.1 Early Agriculture

##### **Heidelberg and Ivanhoe**

The most intensive development in the area took place in the southernmost sections of the Parish of Keelbundora (now the Heidelberg-Ivanhoe district), which quickly developed into one of the most desirable and valuable rural and residential areas close to Melbourne.

Within a few years of the first land sales, several of the original Crown Portions in Keelbundora were subdivided into rural allotments, some as small as 50 acres (20.23 hectares), and sold to some of the colony's more prominent and wealthy residents. Many of the first landowners in the area were townsmen, at least some of whom intended to work their estates on a tenant system as in England.<sup>1</sup> These included Joseph Hawdon, who constructed his residence, Banyule - described by the *Port Phillip Patriot* while under construction as a 'splendid mansion' - overlooking the river flats, in 1846 (Fig. 6).<sup>2</sup>

Writing in the 1880s, journalist Alexander Sutherland described Heidelberg in the 1840s and 1850s as

... scarcely a suburb; it was rather a favourite district for those who desired to have ample domains round their dwellings. Until 1850, it was regarded as the distinctly aristocratic locality; the beauty of the river scenery, the quite romantic aspect of the place, gave it an early reputation among the Melbourne men of means as the site for country residences.<sup>3</sup>

Most allotments were sold with water frontage, and the beauty and fertility of the river valleys was stressed, as was the area's proximity to the city (just 30 minutes ride), and its popularity amongst other prominent men of Port Phillip society.<sup>4</sup> Soon after his purchase of original Crown Portions 1, 2 and 3, for example, Thomas Walker subdivided the land, creating the Glanville and Gertrude Estates. As Heidelberg historian Don Garden has noted, the advertisements for these early estates emphasised the many advantages of the locality:

They are situated on the 'Yarra Yarra, and the 'Darrabin', adjoining the romantic Village of 'Heidelberg', adjacent to the highly improved Estates of Joseph Hawdon, Esq. (the enterprising discoverer of the overland route for stock to South Australia); Captain G B Smyth, HM 80th Regiment; Silvester J Brown Esq. [sic.]; Colonel Snodgrass, C B; D C McArthur, Esq., Manager Bank of Australia [sic.]; George Porter Esq. etc. etc; and within half an hour's ride or drive of the rising and populous city of Melbourne.<sup>5</sup>



*Figure 6* Unsigned and undated watercolour, view of the homestead Banyule, constructed in 1846 for settler Joseph Hawdon.  
Source: Reproduced from *Heidelberg Since 1836*.

First to be subdivided, the Glanville Estate was made up of all of Portion 1 and part of Portion 2 of the Parish of Keelbundora (See Fig. 2), and was bounded by Banksia Street to the north, and the Yarra River and the Darebin Creek to the south and west. The water access road running north-south from the Yarra (now Waterdale Road) bisected the estate. Allotments on the estate were all of around 50 acres (20.23 hectares) in size. Two were purchased in 1839 by the Rev. Archibald Thorn, who named his property Ivanhoe. Thorn resold Ivanhoe in 1849 and it changed hands again in 1863. At around this time, the new owner, John Young, who also owned the Ivanhoe Hotel, built the first section of Ivanhoe House (The Ridgeway, Ivanhoe, now known as Sherwood House and part of Ivanhoe Boys' Grammar School), while leasing the bulk of the land to tenant farmers. Lot 4 of the Glanville Estate was purchased by Thomas Bear in 1857. Soon after, Bear constructed his country villa Rockbeare (6-8 Rocke Street, Ivanhoe), which he leased to various gentlemen favouring a rural retreat. The remainder of Walker's Crown Portion 2 was sold separately, rather than as part of the Glanville Estate. Banker David Charteris McArthur acquired a total of 186 acres [75.2 ha] of this land, and established the property Charters Ville.



*Figure 7 The old Duncan homestead, typical of modest 1850s dwellings in Heidelberg.  
Reproduced from Heidelberg Since 1836.*

Between them, Joseph Hawdon, Sylvester John Brown and Captain George Brunswick Smyth bought the rest of Crown Portion 2.<sup>6</sup> Another of Walker's holdings, Crown Portion 3, Parish of Keelbundora, was subdivided on a similar east-west grid to that used in the Glanville Estate. Known as the Gertrude Estate, this subdivision provided lots distributed about Waterdale Road, between Banksia Street and Southern Road.

Another wealthy pastoralist who established himself in Heidelberg was Francis Clark, who developed the Fairy Hills Estate on the Darebin Creek, east of Heidelberg Road. His house was located near the south-west corner of Elphin Street and Waterdale Road, while Wellington and Bellevue, the residences of James and John Donaldson, formerly of Kangaroo Ground, were also in Waterdale Road.<sup>7</sup>

Just two of the gentlemen's villas constructed in Heidelberg the 1840s survive, albeit in a much altered and extended form. These are McArthur's Charters Ville (now known as Charterisville, 77 Burke Road North, Ivanhoe) and Joseph Hawdon's Banyule (Buckingham Drive, Banyule, Fig. 6), both of which are thought to have commenced construction in the late 1840s, after the Colony's financial crisis had passed.

In addition to these wealthy gentlemen farmers and landowners, however, in the 1840s and 1850s Heidelberg boasted a considerable number of smaller tenant farmers and landowners (See Fig. 7). Though most of the land was taken up by the large estates, the fertility of the land was such that much smaller holdings could also be successfully worked. Aside from the perennial threat of flood, farming at Heidelberg was generally successful, with the land capable of supporting a wide variety of crops and agricultural activities. Grain crops, and market gardens and orchards were equally successful, and Heidelberg was regarded amongst the foremost agricultural areas in the colony in the 1840s and into the 1850s. R D Murray described the area in 1847:



**Figure 8** *This view over Heidelberg in 1846, by artist John Skinner Prout, shows the very gently undulating landscape typical of the area. Reproduced from *Heidelberg Since 1836*.*

From the heights overlooking the river, you see it winding through a narrow valley of rich, alluvial soil, teeming with cultivation wherever the plough has drawn a furrow; on the slopes are dispersed houses and villas, surrounded with gardens and fences [and] all the comforts of an English country home; but wherever the axe is bid to pause, there the primeval [sic] forest rises to view, showing a front of dark foliage, which as far as the horizon extends, wraps hill and valley in its gloom.<sup>8</sup>

One of the first agricultural societies in the colony, later known as the Victorian Agricultural Society, was established in the area in about 1847-8, and secured widespread membership amongst small farmers in the area. From the 1850s, its showground was located in the block between Upper Heidelberg Road, and Darebin, Powlett and Bolden Streets, later shifting to Ascot Vale.

From the 1840s and 1850s, settlement also occurred to the north of Heidelberg and Ivanhoe, in the present-day Bundoora and Watsonia districts, and north-east to Greensborough, which was also on the Plenty River. As people moved north, tracks were carved through the bush, with the Plenty Road the main north-south route. Smaller tracks ran to the east and west of this main road.<sup>9</sup>

### **Bundoora and Watsonia**

The basaltic plains of the Bundoora-Watsonia area were relatively open and required less clearing than the land on the east of the Plenty, and early settlers erected fences and buildings with relative ease. Partly for this reason, farming in the area quickly shifted from grazing to agriculture and dairy farming, with large-scale landholders for the most part leasing their land to tenant farmers.<sup>10</sup> Whether they owned or leased their land, many of these small scale farmers employed agricultural labourers, many of whom were women, and others who were ticket-of-leave men (former convicts).<sup>11</sup>

In addition to agriculture and dairy farming, land in the Bundoora-Watsonia area was put to a variety of other rural purposes in the late nineteenth century. For example, Jonathon Boadle purchased most of Crown Portions 15, 16, and 17 Keelbundora, just north of the study area, sometime in the 1860s, and established a stud-breeding property called Prospect Hill, Bundoora, where he imported and bred shorthorn cattle and trotting horses.<sup>12</sup>

Further north, land on the Plenty River was leased by small scale tenant farmers. Extensive areas of wheat were grown in the Bundoora-Greensborough areas, immediately to the north of the study area, and a series of flour mills was established in the 1850s on the Upper Plenty at Bundoora, Mernda, and Whittlesea.<sup>13</sup> These flour mills failed in the late 1850s, after the draining of the Whittlesea swamps and the construction of the Yan Yean Reservoir dramatically reduced the flow of the river.<sup>14</sup> However, the northern parts of the study area benefited from improvement in the fortunes of the colony in general; prices for goods produced by farmers in the Greensborough area rose dramatically as a result of the gold rushes of the early 1850s. In the decade which followed, selectors of small means were able to purchase modest holdings of land under the Selection or Land Acts of the 1860s.<sup>15</sup>

### **Greensborough**

The land which now includes Greensborough and its immediate surrounds was purchased in a 259 hectare lot by Henry Smythe, a Crown grantee, in 1838. According to local historian Dianne Edwards, Smythe's land was bounded by the Plenty River to the east, Gold Street in the north - it is not clear what Edwards is referring to here as there is no Gold Street in the area today - Macorna Street in the west, and Grimshaw Street in the south.<sup>16</sup> Having paid £544 for the land in 1838, Smythe sold it for £1600 to entrepreneur Edward Bernard Green in 1841.<sup>17</sup>

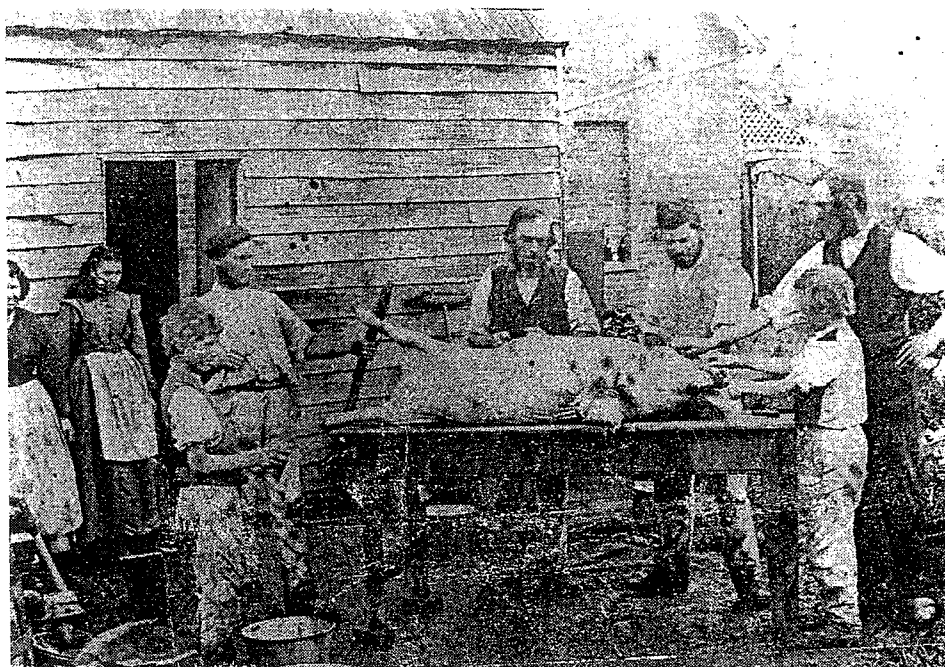
Properties in Greensborough also appear to have been operated as relatively small rural holdings. Many landowners and tenant farmers planted market gardens and orchards, such as that purchased in the late 1840s by Edward Flintoff and his son Frederick on a volcanic hilltop about half a kilometre north of Greensborough.

The land was originally part of that leased by Robert Whatmough (sometimes Whatmaugh, See Fig. 9), an expert horticulturalist. Charles Partington was working as a gardener on Flintoff's property in 1858 and offered the following description:

... the original lessee was Robert Whatmough ... It appears that the majority of trees in the garden were in the first place brought over from Van Diemen's Land by John Batman and planted in his garden at the survey camp, somewhere near the site of Victoria's greatest railway station. After Batman's death, the trees were sold and Flintoff bought a number at £1 a piece ... A mulberry tree commanded attention ... at the present time it yields £3 worth of fruit yearly, but in the early days the tree in a single season used to bring in £15. This was in the days of the gold fever and the garden used to bring in £700 a year for Whatmaugh. Flintoff stated that he was the first to introduce bees into the district, having introduced them from Tasmania.<sup>18</sup>

In the late 1880s, properties such as Flintoff's were admired by visitors to the district. Andrew Ross, compiling an electoral list in 1889, commented:

It gave me interest and pleasure to see Mr Whatmough's garden laid out on the banks of the river ... to see Mr Flintoff's finely situated place with its orangery and grounds, and lastly at Astley Hill, the hospitable abode of Mr McLaughlin and family, busily employed in clearing land.<sup>19</sup>



*Figure 9 The Whatmough family, preparing to open up the carcass of a pig.  
Reproduced from The Diamond Valley Story.*



*Figure 10 Willis Vale, Greensborough.  
Reproduced from The Diamond Valley Story.*

Close by, at the north end of present day Church Street, was Willis Vale homestead, said to have been built by James Willis Mayger, another who bought land on the Plenty River flats at Greensborough. The homestead later passed to the Partington family and was destroyed by a bushfire in 1950 (Fig. 10).

Major Anthony Beale settled on a pastoral lease north of Greensborough in 1839, where he constructed a house called St Helena Cottage. He later purchased 65 hectares of land and settled permanently at St Helena Park, as his property was known. After the death of his wife, Katherine Beale, in 1856, Anthony Beale built a small chapel in her memory and that of one of their seventeen children. This chapel was bequeathed to the Church of England in 1865, and survived relatively intact until well into the twentieth century. It was destroyed by fire in 1957, and was subsequently reconstructed. Many of the original headstones remain on the site, as well as those of the artist Walter Withers, Graham Webster, a police magistrate of Victoria, and other prominent local citizens. Other early settlers in the Diamond Valley area included Thomas Sweeney and James Donaldson.<sup>20</sup>

### **Montmorency and Lower Plenty**

By the mid-1840s, all the country to the east of the Plenty River had also been sold. In 1840 Captain Benjamin Baxter purchased 950 acres [384 ha] in the Parish of Nillumbik, extending

from the Plenty River to the Nillumbik Village Reserve (Eltham). This land comprised much of present-day Lower Plenty and the southern parts of Montmorency. Land north of Baxter's was purchased at the same sale by Stuart Alexander Donaldson.<sup>21</sup> On this side of the Plenty, the pattern of development in the 1840s and 1850s was quite different to that in Heidelberg. The land here was less fertile, and few significant attempts at agriculture were made by the early pastoralist leaseholders or large scale landowners. The only farming activities were those of a few small scale pioneer settlers.<sup>22</sup>



*Figure 11 The church at St Helena, before its destruction by fire in the 1950s. Reproduced from The Diamond Valley Story.*





*Figure 12 The fire on Black Thursday was thought to have started when bullock drivers left a smouldering campfire.*  
Reproduced from Heidelberg Since 1836.

One of these was Henry Stooke, farmer and pioneer district settler,<sup>23</sup> who in 1855 owned 80 acres (32.3 hectares) of land in Crown allotment 2 of Section 1A, Parish of Nillumbik.<sup>24</sup> This land extended from the present day Bonds Road to the Yarra at Lower Plenty, across the river to Templestowe. Stooke, who became Chairman of the Eltham Road District, is believed to have commenced his homestead as early as 1855, a structure of brick and locally quarried stone.<sup>25</sup> This is thought to have been the first stage of Rosehill Homestead, which survives at 56 Bonds Road, Lower Plenty.

Parts of Montmorency and Lower Plenty, including land owned by Baxter and Donaldson, appear to have been farmed in the 1840s, probably by tenant farmers.<sup>26</sup>

A very hot summer in 1850-51 followed three years of rapid growth in grass and understorey in the bushland areas of Port Phillip. Both the Plenty district and the Dandenong Ranges were very dry and bushfires broke out across the colony on 6 February 1851. Damage in the Plenty district, including loss of human life and stock, was extensive, and the region was said to be the hardest hit (Fig. 12).<sup>27</sup>

### **3.2 Timber Cutting and Gold Mining**

Alongside the early pastoralists and farmers, among the earliest Europeans in the northern areas of the study area were itinerant timber cutters, who moved in to harvest the stringybark forests which grew along the Diamond Creek and Plenty River. It was rough work and a hard life for the sawyers and splitters who 'felled stands of stringybark along the watercourses, split them and sawed them into scantlings, shingles and palings, and carted them with bullock teams to the building trade in Melbourne.'<sup>28</sup> Though their lot was not an easy one, its transitory nature offered a degree of anonymity. Lieutenant-Governor La Trobe believed there was a link between the activities of bushrangers on the Upper Plenty and the itinerant timber workers who were scattered though the district; 'It



is certain that these men had confederates among the splitters and petty settlers within twenty miles of Melbourne ...', and threatened 'the most scrutinising enquiry into the character of the inhabitants of that part of the County of Bourke ... which sprinkled over as it is with a great number of splitting and sawing stations has long been suspected to afford a harbour to a great number of runaway sailors and skulkers of every description.'<sup>29</sup> As the district was surveyed and sold through the 1840s and 1850s, the timber workers gradually dispersed, partly due, no doubt, to the attitude taken by many new landowners. Edward Green, who was later responsible for establishing the township of Greensborough, placed the following notice in the *Port Phillip Herald* in July 1840:

Any person found trespassing or cutting timber or grazing stock on my property situate on the Yarra Rivulet ... will be prosecuted. To prevent any mistake, this section is bounded by Messrs Brown, Cooper, and Coulstock's property and the Yarra Rivulet [Plenty River].<sup>30</sup>

Timber cutting was undertaken on a more significant scale further north, in the Whittlesea area and to the north-east, in the present Shire of Nillumbik, particularly on land which now forms the Kinglake National Park, where extensive logging took place in the twentieth century.<sup>31</sup> Though not a major timber *cutting* area, a relatively large timber mill was established in the study area to process timber from Kinglake and Flowerdale. This was the Briar Hill Timber Mill in Sherbourne Road, established in 1941 to supply timber for wartime constructions. The mill originally covered some 11 acres [4.5 ha] and employed 90 men.<sup>32</sup>

In 1851 gold was discovered at Anderson's Creek, Warrandyte, just south of the Yarra River. This discovery was the first of several in the Eltham - Warrandyte districts, which while not on as dramatic a scale as those in Central Victoria, in the local context were of great significance.<sup>33</sup> Anderson's Creek was Victoria's first official goldfield. Though there were minor gold discoveries over a number of years, the major rush came in 1854, with the discovery of the Caledonian Goldfield, which covered extensive areas of land in the Eltham district. Mining was concentrated at St Andrew's, Smith's Gully and Panton Hill (all now in the Shire of Nillumbik) with smaller concentrations of activity at Diamond Creek, Research, Hurstbridge and, further north, at Kinglake East.<sup>34</sup> Various townships in the Eltham and Warrandyte areas were established on the basis of these gold discoveries. The same gold discoveries also had a significant effect upon the development of other townships, including Heidelberg, that were located *en route* to the goldfields.

Gold was also discovered to the north in the Plenty Ranges, though the district was officially never declared a goldfield. Would-be prospectors tramped up and down Plenty Road, the main route north. Small scale mines were scattered through the district and extensive alluvial mining was carried out on both sides of the Plenty River near Bundoora and Greensborough.<sup>35</sup> Mine Street, in Greensborough, for example, is named after a gold mine which was located nearby.<sup>36</sup> Just as the Heidelberg area developed as a result of the passing traffic to the goldfields at Warrandyte and Eltham, so did the Bundoora, Watsonia and Greensborough districts experience the benefits of this passing trade.<sup>37</sup> All also benefited in terms of the construction and maintenance of roads and bridges.

In the midst of the Depression of the 1930s there was a resurgence of interest in goldmining in the Greensborough district, and small camps were established at numerous points between Greensborough, Panton Hill and Queenstown (now St Andrews). Edwards describes the arrival in Greensborough of contingents of would-be prospectors from the city, armed with picks, shovels and tin dishes, asking townspeople for directions to 'Smuggler's Gully or wherever there was a prospect of gold.'<sup>38</sup>



## **4.0 THE FIRST TOWNSHIPS 1840-1860**

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The period 1840-1860 saw the establishment of a number of small townships in the study area. These originally developed to provide services for the wider rural hinterland and for travellers passing through the district, in one case on the site of an official government township reserve, but in others at convenient crossing-places, or travellers' stops along established roads. Whatever their origins, these small villages slowly began to develop into established communities, acquiring the trappings of permanent settlement, including churches, schools, hotels and other meeting places, banks and post-offices. Though some of these early centres have been subsumed now into the wider suburban landscape, in some cases there are buildings, roads, bridges, street names or remnants of early street alignments, which remain as reminders of their nineteenth century history.

### **4.1 Warringal Village (Heidelberg)**

The first of the permanent settlements in the Banyule district was Warringal Village (Heidelberg), designed at arm's length from Sydney by the Deputy Surveyor-General, S A Perry, and formally laid out in the location reserved for the purpose in the original survey of Keelbundora.<sup>1</sup> Pressure for the development of the township reserve in Keelbundora had come partly from the pastoralists already established on land in the district. As early as 1839, one of the more prominent pastoralists in the area, Arthur Hogue of Banyule, requested that the reserve be divided and sold to provide homes for the mechanics and artisans who could serve the needs of the pastoralists.<sup>2</sup> As historian Graeme Butler has noted, Surveyor Perry's design addressed the alignment of the existing track from the Plenty River to Melbourne. This led to the creation of a slightly unusual design included a section of geometric road layout, featuring a square set diagonally and an oval set just to its north (Fig. 13). Land around these two features was not subdivided and may have been intended for parks. To the west, a standard grid road and allotment layout was devised. The principal east-west streets were Darebin, Burgundy, Yarra and Banksia Streets, with Cape and Buckland Streets running north-south.

The village reserve was originally called Warringal, but the area - and later the township - soon became known as Heidelberg. Richard Henry Browne, who had been commissioned by Thomas Walker to sell his land, and who had travelled extensively in Europe, is said to have christened the district thus:

Those slopes rising from the farther river shore will be terraced vineyards; and there, where you can faintly discern the snow pinnacle on yon spur of the Australian Alps, I can imagine the grant outline of the Hartz Mountains. It is, it shall be, Heidelberg! Charles, open more champagne. We must christen this thrice favoured spot, on this trebly auspicious day, worthily and irrevocably.<sup>3</sup>

The depressed economic situation of the early 1840s saw the sale of the allotments delayed, as they were in many other government townships in the period. The first sale of township allotments in the Warringal Village Reserve took place in August 1845.<sup>4</sup> The first allotments to be sold were those along Buckland Street, between Darebin and Yarra Streets, and the east side of Cape Street, between Burgundy and Yarra Streets.<sup>5</sup> The block bounded by Jika, Vine and Burgundy Streets was sold in 1846, with land reserved for the Church of





*Figure 14 The first service was held in St John's Church of England in Heidelberg on 15 April 1851.*

Source: Reproduced from *Heidelberg Since 1836*.

England in this block.<sup>6</sup> In 1848, Scots Church also secured a site in the village reserve, as did the Roman Catholic Church (1848), and the Wesleyan Church (1849).<sup>7</sup> The first church in the village was constructed on land in Jika Street owned by prominent local Presbyterian, Peter Gunn. Between 1848 and 1851 this church was shared with the Church of England. It was later donated to the Presbyterian Church, who continued to use the building until the early twentieth century.<sup>8</sup>

The local Church of England was dominated by the large landowners of the Heidelberg district and was the first of the large churches to be constructed in the village.<sup>9</sup> Now one of Melbourne's oldest surviving churches, St John's Anglican Church was constructed on the site in 1849-5, to a design by architect, John Gill (Fig. 14). As Don Garden has suggested, Gill's picturesque design, together with the siting of the church near the river and the reserve, only served to enhance Heidelberg's English village atmosphere.<sup>10</sup> The parapets and roof of the church were rebuilt and the brickwork stuccoed in 1858 under the supervision of architects Purchas and Sawyer.<sup>11</sup> Another substantial Anglican church, St Stephen's, in Merton Street, Ivanhoe, was constructed in 1926-27 to a design by Melbourne's most prolific twentieth century ecclesiastical architects, Louis R Williams.<sup>12</sup> Just as numerous, though economically less influential, was the local Roman Catholic population. In 1851, with guidance from a set of trustees headed up by the Bishop of Melbourne, Bishop Goold, a Roman Catholic school was established on the site next to that reserved for the church. A bluestone Catholic church was begun in 1860 on the corner of Yarra and Cape Streets. One of the earliest substantial Roman Catholic churches to survive in the state, it was designed by



*Figure 15 This small Wesleyan church was located in Rosanna Road.  
Source: Reproduced from Heidelberg Since 1836.*

William Wardell, and built in two major stages (1860, 1909).<sup>13</sup> It is interesting to note that the Roman Catholic was the only religious group to establish its own denominational school in this period, other residents throwing their support behind efforts in the 1850s to establish a local National School.<sup>14</sup> A Wesleyan Church was constructed in Rosanna Road, north of Burgundy Street, in 1859, but this has now been demolished (Fig. 15).

Hotels were always central to social and economic life in the early colonial settlements and Heidelberg was no exception. Despite spirited opposition to the grant of its licence, for many years community life in Heidelberg revolved around the Old England Hotel, constructed in about 1849 near the corner of Buckland and Yarra Street (Fig. 16).<sup>15</sup> The hotel was the venue for all manner of meetings and festivities, including the meeting at which it was decided to petition for local government in the area.<sup>16</sup> Another early hotel was the original Sir Henry Barkly Hotel, constructed on the corner of Burgundy and Cape Street in the mid-1850s. The hotel was named for the new Governor of Victoria who took up his position the same year. The early residents of Warringal Village were predominantly artisans and produce-merchants serving the surrounding pastoral hinterland. In 1848, F Perry described the village as 'scattered . . . 'there is a butcher, baker, a wheelwright, a blacksmith and a few other people of the same description'.<sup>17</sup> Residents at this time included the butcher, Thomas Baily, a wheelwright, John Boreland, two brickmakers, Samuel Culver and Thomas Palmer, and several carriers, Daniel and George Pegg and Thomas Boswell.<sup>18</sup>



*Figure 16 Early sections of the Old England Hotel.  
The entire hotel has now been demolished.  
Source: Reproduced from Heidelberg Since 1836.*



*Figure 17 St John's Church of England was one of the few structures visible in this  
1870s view of the village.  
Source: Reproduced from Heidelberg Since 1836.*

An influx of people passing through the area followed the discovery of gold to the north and east of Heidelberg; a row of pine trees in the Darebin Parklands is thought to follow an early coach route through the district. The passing traffic encouraged further sales of village allotments between 1852 and 1854. In 1856, the population of the village was estimated at 555, a level which was not exceeded until the land boom of the late 1880s.<sup>19</sup> By this time, Warringal had acquired a number of the trappings of an established township. Possibly the ultimate recognition of Heidelberg as a permanent settlement came with the establishment of a cemetery, which was reserved in October 1853.<sup>20</sup>

The number of people passing through the district and its proximity to the goldfields also called for the establishment of law and order in the district. The first Court of Petty Sessions to be built by the Colonial Government in Heidelberg was erected by Mr Cormack for £449 in 1859. At that time it was situated near the police buildings which were built in the same year. A second courthouse building was erected in Jika Street by Swanson Brothers to a design by the Public Works Department in 1899-1900. The building is now used by the Heidelberg Historical Society. The courthouse and police buildings served a much larger district, taking in various areas to the north - including Greensborough, Watsonia and Bundoora.

## **4.2 Ivanhoe Village**

By contrast to Heidelberg, the small settlement of Ivanhoe developed from a private subdivision rather than from a Government township survey. The first commercial building in the area was the Ivanhoe Hotel, constructed in 1854-5, on part of Greenaway's Ivanhoe Estate, specifically, on the site in Upper Heidelberg Road currently occupied by the former Heidelberg Civic Centre, now known as the Ivanhoe Service Centre of the City of Banyule.<sup>21</sup> Another pocket of development occurred in the mid- to late-1850s further south near the corner of Waterdale and Upper Heidelberg Roads, where a small school had been established in 1853.<sup>22</sup> For most of the nineteenth century, however, Ivanhoe comprised only the school, the hotel, a butcher's shop, a blacksmith's and perhaps a couple of small houses, and as historian Don Garden suggests, it may be an exaggeration to call it a village.<sup>23</sup>

## **4.3 Greensborough**

In the 1840s, there was a small agricultural community, consisting of some seven families gathered around a river crossing place, comprising a giant log across the river for foot access and a steep and difficult ford for drays and wagons. This crossing place was located at the bottom of Flintoff Street (near the present railway station), and formed the beginnings of Greensborough.

The township of Greensborough was named for Edward Bernard Green, who purchased land in the area in 1841. Born in Cork, Ireland, the son of an officer in the British Army, Green arrived in Sydney in 1831 as an officer on the Fourth Regiment. Within a few years, he had resigned from the army and taken up farming, moving to Melbourne in the late 1830s after losing money in a bank failure. In 1840, Green won the contract for the regular carriage of mails overland between Melbourne and Sydney. He made his fortune through this contract, which he held until 1850. He lived in a palatial house on a large estate in fashionable St Kilda and built the Royal Mail Hotel on the corner of Bourke and Swanston Streets. Green's motive in buying land in Keelbundora is thought to have been closely related to his mail service. In the mid-1840s he surveyed a new township on the slopes of his estate overlooking the Plenty, with the plan, it was later alleged, of re-routing the mail service via



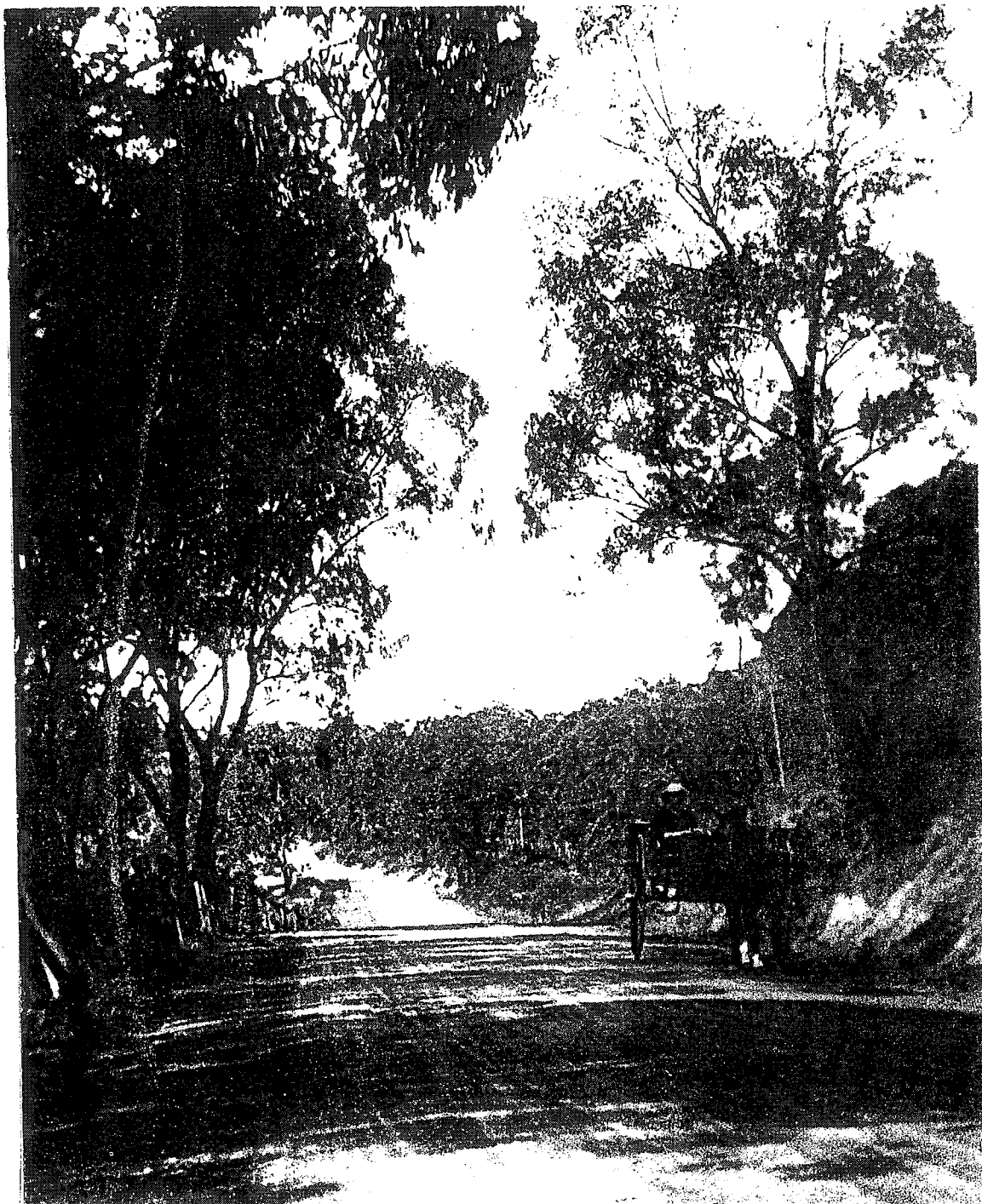


*Figure 18 The Wesleyan Church at Greensborough.  
The church was constructed of locally-made clay bricks dug from the gully  
now occupied by the Greensborough Swimming Pool.  
Source: Reproduced from the Diamond Valley Story.*

the Plenty to enhance the value of the land and to promote a 'stage-coach' township for the mail service. Green planned to call his township La Trobe.<sup>24</sup>

Green's plan was exposed by the Melbourne press and did not succeed. He persevered with his efforts to develop a township on the site, however, and in 1852 registered the first sale of his township lots, priced at around £48 per 0.5 hectares.<sup>25</sup> Hailes, Church, Flintoff and William Streets were laid out as part of this original subdivision. Other streets survive from Green's layout, but have been renamed or realigned, including Macorna Street (originally Barham Street), Eliza, William and Edward Streets.<sup>26</sup> By the mid-1850s, many of the blocks in Green's original township subdivision had been sold and put under cultivation for orchards and market gardens. Many of the early residents of the township lived in bark huts, including 'Granny Chapman, [who], noted for her strength, lived in a bark hut close to the church, her water supply consisted of a wooden barrel and water from the downpipe at the church.'<sup>27</sup> Other early dwellings were slightly more elaborate. James Jolley's property on Grimshaw Street, was known as Gain's Hall and was described as follows:

part slab, part adobe, with kitchen, bedroom and laundry and a thatched roof ... There were several acres of land on which wheat was cultivated and cattle run ... There were quince trees, roses, mulberry trees, lilacs, lilies and one acre of fruit trees ... at the bottom of the garden were three small graves where three children were buried.<sup>28</sup>



*Figure 19 This photograph, taken looking down Grimshaw Street, Bundoora, in 1914, shows the rural nature of the Greensborough-Bundoora area.  
Source: Reproduced from The Diamond Valley Story.*

Green's land sale came at an opportune time, and the settlement at Greensborough developed as a river crossing and resting place for bullock teams on their way to the goldfields at Diamond Creek.<sup>29</sup>

According to local historian, Dianne Edwards, in the nineteenth century, Greensborough was a township of artisans, small business and small farmers, predominantly Anglican or Methodists. In the 1840s and 1850s, the usual local institutions were established. A school was constructed at the settlement in 1845, but was destroyed by fire. In 1855, a public meeting was held to raise funds for a new school house, and this was completed the following year. Though established with a subsidy from the Church of England, which held its services at the school, it became a Common School under the state system in 1863.<sup>30</sup> This school was replaced in 1878 by the new Greensborough Primary School, No. 2062, which survives at 130 Grimshaw Street, Greensborough, and is now used by the Diamond Valley Art Society.

Greensborough also had a strong contingent of Wesleyans in the early years and in the mid-1850s, Reverend Barnabas Walker travelled from the established church at Coburg to conduct services at Greensborough. The Wesleyans built a church in Hailes Street, but revivalist meetings were also held in the open air under a large gum tree in the main street. A more substantial brick church was constructed in Main Street in 1872 (Fig. 18).<sup>31</sup> A cemetery was located in Hailes Street in the mid-1860s, though the cemetery trust was not formally established until 1874. The cemetery, which was closed in 1963, contains the graves of many early Greensborough identities.

In terms of services and supplies, the settlement and its surrounding district were served by James Iredale's general store and Farmers Arms Hotel, now the site of the Greensborough Hotel constructed in Main Street in 1925. A post office was opened at the general store in 1858.

#### **4.4 Janefield (Bundoora)**

On the border of the study area was the settlement of Bundoora, or as it was then known, Janefield. Bundoora has always been bisected by several local government areas. Much of the original settlement was located on the western side of Plenty Road, and to the north, on the banks of the Plenty River, now in the City of Whittlesea and the Shire of Nillumbik, but parts also fall within the boundaries of the City of Banyule.

One of the first settlements in the area, had been at Kangaroo Point on the Plenty River, close to the original site of Coulstock's mill (now part of the Janefield Centre) and to a ford across the river linking up with Plenty Road.<sup>32</sup>

Almost all of those who settled in the Bundoora area at the end of the 1830s were of either English or Scottish origins. The 1841 Census suggests that compared with the rest of Port Phillip, there was a relatively small number of Catholics (one for every six Protestants) and a large proportion of Scottish settlers; 55 people were listed as belonging to the Church of England and 47 to the Church of Scotland.<sup>33</sup> Towards the end of the 1840s and into the 1850s, the community at Janefield began to string out along the Upper Plenty Road, boosted greatly by the construction works for the Yanyan Pipeline, which began in December 1853. Amongst the earliest buildings in the area was the small wooden church near the corner of Plenty Road and McKimmies Lane (just north of the study area, and later replaced by the Springfield Church of Scotland.)<sup>34</sup> A Presbyterian school was established around 1848.<sup>35</sup>

The earliest businesses in Bundoora reflected the role of the settlement as a resting place for travellers on the Plenty Road, and as a focus for the surrounding farming community, and included a blacksmith shop, a butcher, Emm's General Store (near the corner of

Plenty Road and Grimshaw Street) and, just north of here, the Plough Inn. As was often the case, the first post office was located in the general store.<sup>36</sup> The settlement was centred mainly along Plenty Road, near present-day McKimmies Road, and along the Plenty River.

## 5.0 SERVICES AND INFRASTRUCTURE

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In gradual accompaniment to the growth of the Banyule area came the services and infrastructure associated with settlement and development, such as local government, roads, bridges, and railways, water and sewerage, gas and electricity and health care facilities.

### 5.1 Local Government and Roads

Though there were a number of government roads gazetted through the district, for the most part the responsibility and expense associated with the construction of roads and bridges in the early years of Banyule lay with the settlers themselves. The twin issues of roads and bridges saw local settlers group together, and formed the foundations of local government in the area.

#### Heidelberg

Landowners in Keelbundora petitioned the Colonial Government to survey a road to Heidelberg in 1840. A rough track had been formed from North Fitzroy, across the Merri, crossing the Darebin Creek at the present bridge. From there it cut across diagonally towards what became the village reserve, then taking the easiest course towards the Plenty River. Under the *Parish Roads Act* of the same year, the Heidelberg Road was proclaimed, and the Heidelberg Roads Trust was established. Along with the Melbourne Market Commissioners, the Heidelberg Road Trust has been described as the first seat of local government in Victoria, and the road itself as the first properly formed road in the colony.<sup>1</sup> Members of the Trust were theoretically responsible for overseeing the construction of various parish roads from Melbourne extending right through to the Nillumbik Parish (Eltham).<sup>2</sup> Few developments occurred in the first few years, however, mainly due to financial problems. The Trust was funded by public subscription rather than through levying rates, and it appears to have been defunct by the end of 1842.<sup>3</sup>

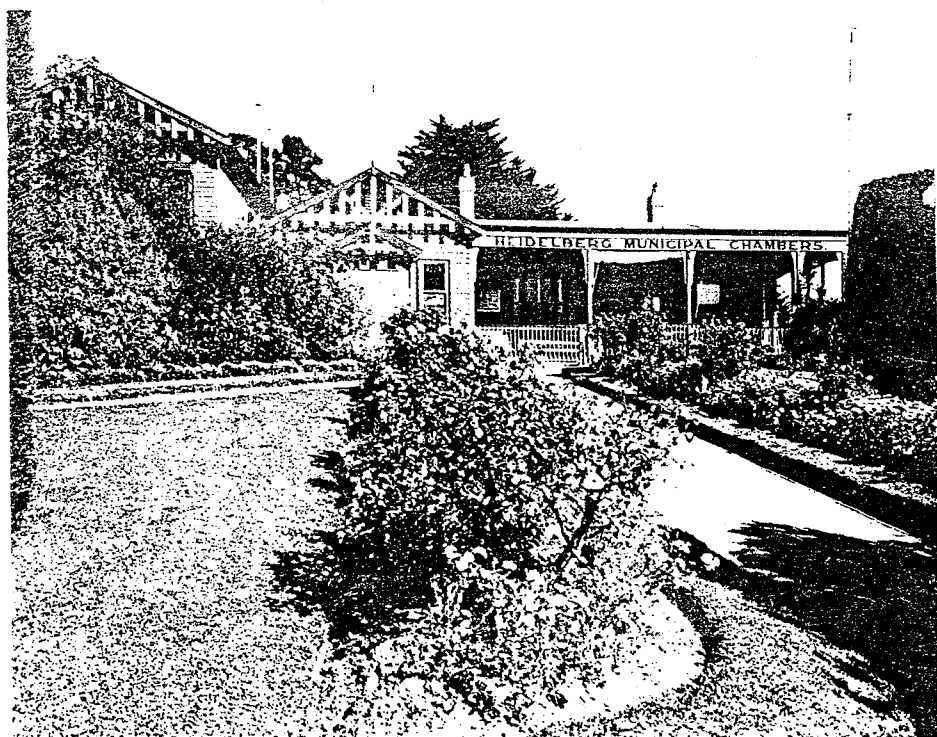
A second Heidelberg Road Trust was established in 1846. This body was more effective. Imposing a small levy on local landowners, the Trust upgraded the road between the Merri and Darebin Creeks (Heidelberg Road) and erected a toll-bar in 1847, and, with the support of the Central Road Board, carried out a number of other major works such as the first bridge over the Merri Creek.<sup>4</sup>

As a result of the work of the Road Trust, the Heidelberg Road became one of the best in the colony. A two mile section of road near Fairfield was the first macadamised surface in the colony, and became something of a tourist attraction, with families happily paying the toll to go for their Sunday drives.<sup>5</sup> Historian Bernard Barrett has suggested that the road enhanced the reputation of Heidelberg as a desirable place for gentlemen to construct their residences, and that it served as an example to other districts of how civic action could improve property values.<sup>6</sup> Mrs Charles Perry, wife of Melbourne's first Anglican bishop, described the road in the late 1840s:

'The distance from Melbourne is about eight miles, and the road is the only made road in the colony. You cannot think the refreshing sight it was to us all to see a toll-bar; a real toll-bar-gate it was not, but a bar across from rail to rail: and the man who took the toll emerged from a kind of native hut - I never grudged a shilling less in my life. The road lies through what is called the Merri Creek; at this time of the year there is little or no water in it, and the road goes through naturally enough, only that it is steep, and very stony.



*Figure 20 The original Shire Offices were located in Heidelberg Park (1871).  
Source: Reproduced from Heidelberg Since 1836.*



*Figure 21 Heidelberg Municipal Chambers, corner Barkly Place and Studley Road  
(1909-1937).  
Source: Reproduced from Heidelberg Since 1836.*



Figure 22 The new Heidelberg City Centre was featured in numerous architectural and building journals, including *Decoration and Glass*, which published this illustration.

I believe that they are going to build a bridge over, as it is quite impassable in winter. Here and there, as we went along, were neatly piled up heaps of broken stone, just as you see in England: and at places we found men at work with shovels, levelling, filling up holes etc. Yet for all this, the shakes and jolts we got were something quite terrible; and had we not been in great measure prepared by the short drives we have already had within two or three miles of Melbourne, we should have stared strangely at what they call an excellent road.<sup>7</sup>

As time passed, however, local shopkeepers, tradesmen and small landholders became dissatisfied with the Heidelberg Parish Road Trust, which by the late 1850s was still administering only one road and working principally in the favour of large landholders in the district. Local residents demanded new roads to foster population growth and trade, and in 1860 succeeded in replacing the Road Trust with the Heidelberg District Road Board.<sup>8</sup> This Road Board reported to a Central Road Board and was established under the provisions of the *Roads Act* of 1853. Road Boards received an annual grant from the government and were generally more effective in getting roads constructed than the Parish Road Trusts.<sup>9</sup>

In 1863, the *Road Districts and Shires Act* replaced the 1853 *Roads Act*. This new legislation enabled road districts over 100 square miles in area and with an annual general rate of £1,000, to become Shires. Shires had the power to borrow for permanent works, collect licence fees, administer minor Acts of Parliament, and to subdivide into ridings.<sup>10</sup> One of the first major projects to be completed by the Heidelberg Roads Trust in the early

1860s was the construction of a full masonry bridge over the Darebin Creek at Heidelberg Road (See Fig. 25).

In 1871, the Shire of Heidelberg was gazetted, and a Shire Office established in Heidelberg Park (Fig. 20).<sup>11</sup> Temporary offices were later established in Barkly Place (Fig. 21). A permanent site was secured in Lower Heidelberg Road in 1925. The Shire became the City of Heidelberg on 11 April, 1934. Plans for a new Town Hall were prepared in 1928 by architect Francis Gibbons, but these did not proceed. In 1935 another design was to be prepared by Peck & Kemter and A C Leith & Associates, architects in association, to be constructed at a cost of £20,000. The new Civic Centre was completed by April 1937, at a final furnished cost of £77, 306, and was opened by the Governor of Victoria, Lord Huntingfield (Fig. 22).

The complex won the Royal Victorian Institute of Architects' (RVIA) Street Architecture Award in 1939. Based loosely on the approach taken by Dutch architect, Willem Dudok, in his Hilversum Town Hall (1928-30), in terms of its overall form and design and the attention to detail in the treatment of its interiors, the Heidelberg Civic Centre arrived as something of a breath of fresh air in mid- twentieth century municipal design. The massing of the building and its extensive use of brickwork were of particular note to the judges of the RVIA Street Architecture Award, who offered these (rather restrained) comments:

The building possesses good architectural massing, complete unity of design and a dignified expression of purpose.

The planning is expressed clearly in the main elevation, the principal mass of the Hall being effectively related to the Municipal Offices wing by the placement of the Clock Tower.

Judicious restraint is evidenced in the detailed consideration of the elevations, the chief interest being centred around the triple metal-grilled openings of the Hall block.

The use of brickwork throughout the elevations is commendable, and besides producing a unity of design in colour and texture, has provided an excellent example of the monumental results which can be achieved by the intelligent use of broad masses of good brickwork.

The design generally is of strong character and represents a fine type of modern architecture and in setting a high standard of design for municipal buildings of the future, it should be further distinguished by an award of architectural merit.<sup>12</sup>

The building continues to stand up as one of the most architecturally impressive in the area.

### **Eltham**

East of Heidelberg, the foundations of local government in the Eltham area were also related to the construction of roads. The *Argus* had noted in July 1856 that a lack of roads through the district was holding up development, and that though the district had been opened up by farmers at Kangaroo Ground some 17 years earlier, 'not a single bit of road has as yet been made by the Government.'<sup>13</sup> A road approximating the alignment of Lower Plenty Road and Main Street, linking Warringal Village with the Village Reserve at Nillumbik (Eltham) had been drawn up as early as 1840, but was not made for many years (Fig. 23). What few roads existed were made and maintained by a local voluntary committee. The main Eltham to Kangaroo Ground road, proclaimed in 1852, was still only a dirt track at this date.<sup>14</sup>

The Eltham Roads District was established two months later, in September 1856, and its members elected the following month. The District covered a large area, including much of the former Shire of Healesville. Meetings were held at Eltham until 1868, when the



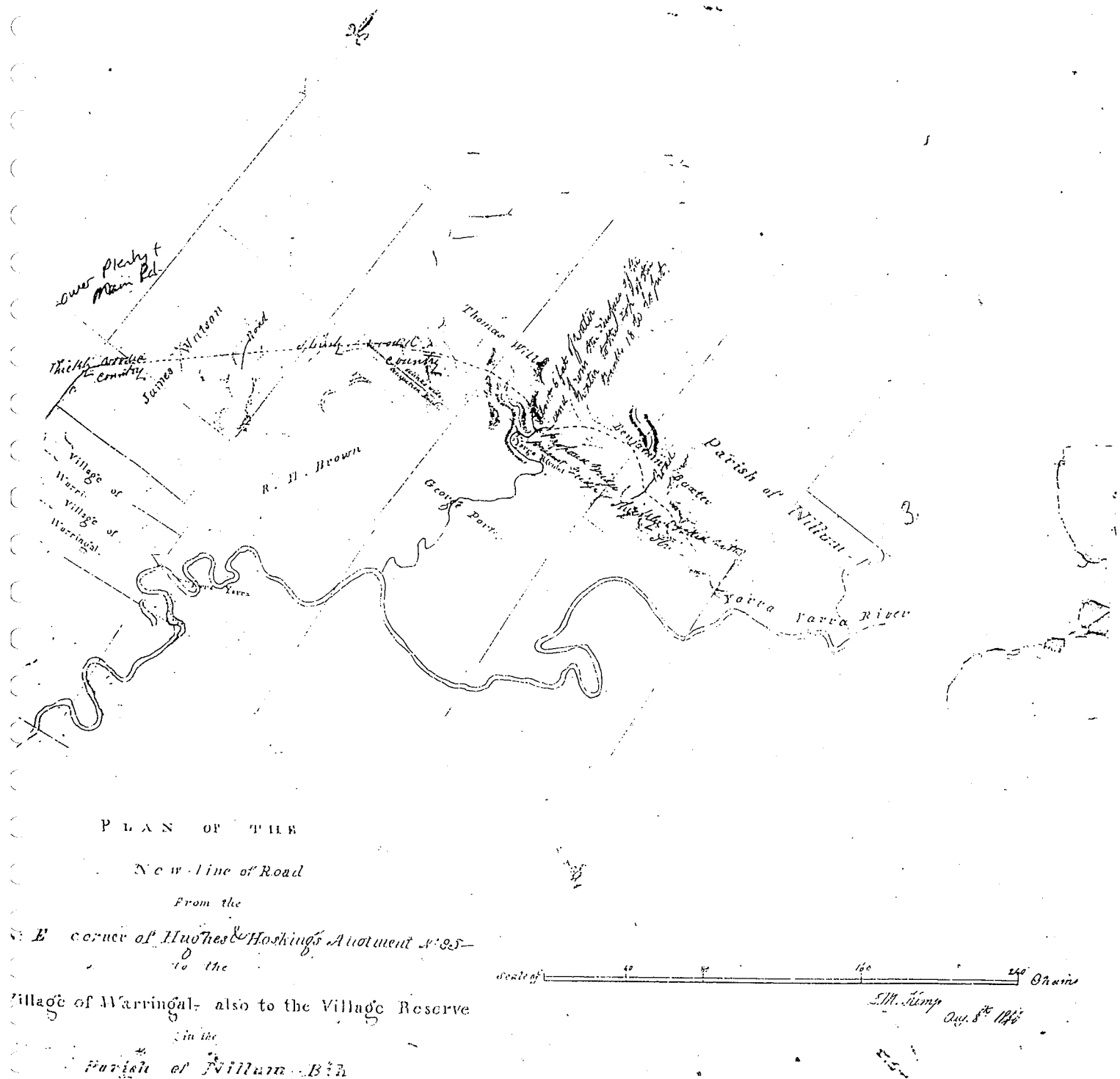


Figure 23 Plan of the New Line of Road ... From the Village of Warringal also to the Village Reserve in the Parish of Nillumbik, 1840. Central Plan Office.

venue was changed to Kangaroo Ground. An early achievement was the establishment in 1858 of a toll-gate and toll-house on the eastern side of the Lower Plenty Bridge.<sup>15</sup> The Board was also responsible for planning the road from the Plenty River to Kangaroo Ground. The Shire of Eltham was proclaimed in 1871.<sup>16</sup>

### **Diamond Valley**

Plenty Road, which now forms the eastern boundary of the northern section of Banyule, and bisects Bundoora, was proclaimed by the colonial government in 1848. Plenty Road became important for not only moving people further up country, but for serving 'as an arterial route which connected a number of small tracks running to the east and west'.<sup>17</sup> It seems generally to have been the preferred stock route from the north into Melbourne, with droves of cattle and sheep numbering from several hundred to more than 10,000 being herded down the road several times a week.<sup>18</sup> This road was also used for transporting materials for the building of the Yan Yean Reservoir when works commenced in December 1853, and traffic along this road increased with people of various professions such as masons, surveyors and labourers travelling to the site. At one stage there were over 400 workers stationed at Yan Yean.<sup>19</sup> In mid-1854, a toll gate was established on the corner of Westgarth and High Streets, to raise money to improve the Plenty Road.<sup>20</sup> The toll gate was the idea of settlers further north in the Whittlesea and Morang districts, who had been lobbying Government to carry out works on the road for some time. In its first year of operation, the toll gate paid £2,100 into the colonial treasury, and by the end of 1854, the government had spent over £10,000 on the Plenty Road, which extended through Northcote, Preston, Bundoora and beyond.<sup>21</sup> Also in 1848, a road through Greensborough and north towards Diamond Creek was gazetted, following the present-day alignments of Greensborough Road, Watsonia Road, Grimshaw Road, Main Road and Diamond Creek Road.<sup>22</sup>

In the 1840s and early 1850s, these Government roads were the only roads of any substance in the Greensborough-Bundoora area. In 1863, the Greensborough Road Board was established, with the usual objective of overseeing roadworks, pursuing defaulting ratepayers, enforcing a series of minor by-laws and generally acting as a mouthpiece for the district.<sup>23</sup> In one case, events in surrounding districts came to the Board's assistance; the establishment of the Caledonia gold diggings led to the construction by the Government of two major roads through the wider district. The first of these linked the Anderson's Creek goldfields at Warrandyte to the Caledonia diggings at Diamond Creek, and the second formed an extension of the existing road through Greensborough. The Board's achievements over the next decade were few, however, being restricted by a lack of revenue and the isolated nature of some parts of the district, and in 1874 a deputation from the Greensborough Road Board requested annexation to the Shire of Heidelberg. This annexation took place the following year.

By the end of the century, the residents of Greensborough and Diamond Creek had realised the disadvantages associated with their annexation to Heidelberg, and many wished to become independent of the Shire. Would-be secessionists alleged that the Greensborough Riding received proportionally less of the Government's road subsidy, and in other areas, rates paid by the rural population of the Greensborough Riding were subsidising services and facilities in the more urbanised ridings.<sup>24</sup> Of course, others disagreed. Some residents of Heidelberg in fact took the view that the rural and semi-rural areas of Greensborough and Diamond Creek were holding the urban centres back, and pointed to the Government's tendency to use cheap land in the Greensborough district as a 'dumping ground for asylums, gaols, and infectious diseases hospitals'.<sup>25</sup> To a certain extent, it seemed that the feelings on the subject were mutual and support for secession appears to have been quite widespread for a time. The Greensborough severance movement persevered, without much

success, into the 1920s. It was effectively quashed around this time, however, by representatives of Watsonia and Macleod, who refused to co-operate with the movement to establish a new shire.

Around 1960, the movement began again, with the suggestion that the name Diamond Valley be used to overcome any residual parochialism. The proclamation of the Shire of Diamond Valley took place on 30 September 1964 at the Shire Offices, Main Street, Greensborough. A civic centre (Fig. 24) and new shire offices were opened in 1972.<sup>26</sup> The coat of arms of the new shire is said to have reflected the main activities of the people in the area:

It shows diamonds, though those early settlers who believed that they might be found were bitterly disappointed. The large cornucopia refers to the many orchards that once lined the rich river valley, and the spades and picks remind us of the extensive mining activities that were once carried on.<sup>27</sup>

### **Amalgamation: The new City of Banyule**

In 1995 the Victorian State Government undertook a restructuring and reform program of the Local Government sector. The number of councils across Victoria was reduced from 210 to 78.<sup>28</sup> As part of this program, the Banyule City Council was created,

comprising parts of three former municipalities, Heidelberg, Eltham and Diamond Valley. The new municipality comprises the entire former City of Heidelberg (less the Mont Park/Plenty Hospital Precinct), the Montmorency and Lower Plenty Districts of the former Shire of Eltham, and the Greensborough, Watsonia and Bundoora districts of the former Shire of Diamond Valley. Three Service Centres operate within the municipality, at Ivanhoe (at the former Heidelberg Civic Centre, see Fig. 22), Rosanna, and Greensborough.



**Figure 24** A 1973 sketch of the new Greensborough Civic Centre.  
Source: *Greensborough and Greenhills*.

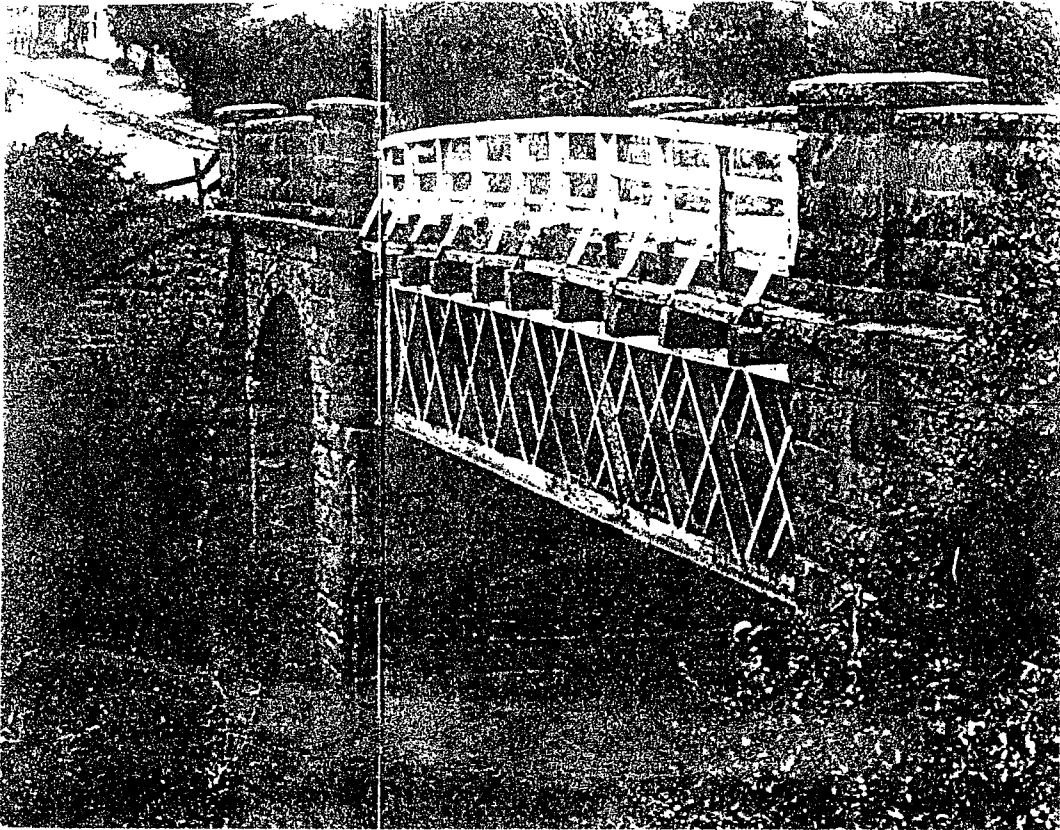
## 5.2 Bridges

The Darebin Creek was originally forded at the Turnpike Road and later spanned by a log bridge. In 1862, the Heidelberg Road Board offered a premium for the best design for a masonry structure, and the following year construction began of a major bridge over the Darebin Creek at Heidelberg Road. Francis and Clemie submitted the winning design for the bridge, which was constructed in basalt between late 1863 and early 1864. The bridge has been greatly altered in the twentieth century, when the Country Roads Board upgraded the Heidelberg Road bridges at both the Merri and Darebin Creeks in 1936. The former was widened in a relatively sympathetic manner, however the bridge at the Darebin Creek was decked over with a concrete slab, obscuring the basalt masonry arch and removing the balustrading. Very little of the original structure is now visible, except from the creek side (Fig. 25).<sup>29</sup>



*Figure 25 The bridge over the Darebin Creek at Heidelberg Road.*

To the north, a timber bridge was constructed over the Plenty River to Kangaroo Ground in 1852-3.<sup>30</sup> Another bridge is said to have been constructed somewhere in the Upper Yarra area in the late 1850s by the Wine Growers and Fruit Association.<sup>31</sup> In May 1865, however, the Heidelberg Road Board informed the Eltham Road Board that the Plenty Bridge was in a 'dangerous state'.<sup>32</sup> Charles Symons Wingrove, Secretary to the Eltham Board later that month assured Heidelberg that his board was aware of the state of the bridge and would willingly join with Heidelberg in seeking government finance to assist in rebuilding the structure.<sup>33</sup> Subsequently, the Minister for Roads and Bridges was approached, Heidelberg and Eltham jointly agreeing to share the cost, and the bridge was completed in 1867. From 1967, the old Lower Plenty Bridge became redundant, as a much wider bridge had been built upstream. It has since served only as a pedestrian bridge, and survives essentially intact.



*Figure 26 Bridge over the Plenty at Greensborough, constructed in 1867.*  
Source: Reproduced from the *Diamond Valley Story*.

A timber bridge is thought to have been constructed over the Plenty River at Greensborough in the 1850s, but in the late 1860s, this was replaced by a bridge of massive stone construction (Fig. 26).

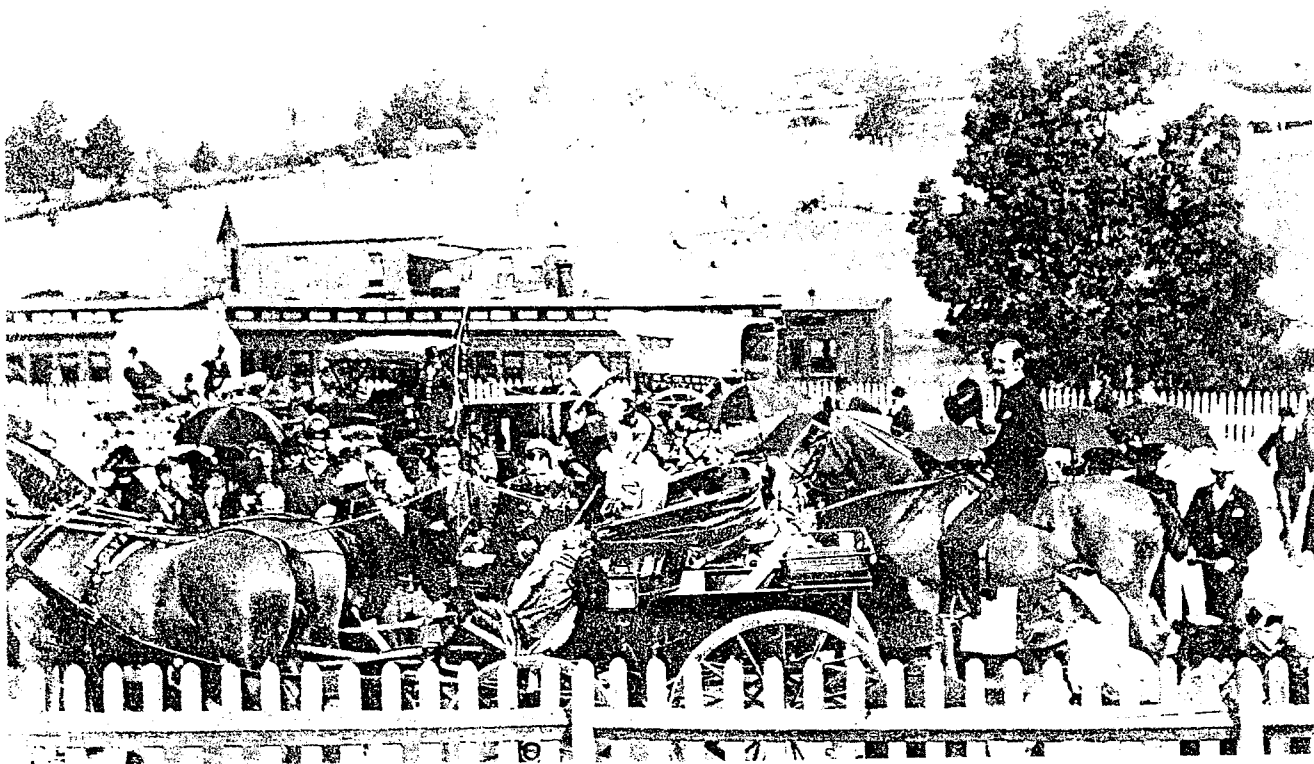
### 5.3 Transport

In the 1850s and 1860s, railways had slowly radiated out from Melbourne in virtually all directions but for the north-east suburbs. By the 1870s, however, there was renewed pressure on the Government to allocate funding for a line to service these areas. Even in the decade which followed, however, such pressure appeared to be to no avail. Both Heidelberg and the suburbs to its north were almost completely ignored by the Government in its extensive railway building operations of the 1880s. The closest line ran from the city via Spencer Street, through Royal Park and north to Brunswick and Coburg.<sup>34</sup>

When it finally came, the much vaunted Heidelberg line, completed in 1888, provided little relief for the long-suffering residents of the area. Historian Andrew Lemon describes its route:

The trains took almost an hour and a half to reach Heidelberg from Spencer Street Station. First, they trundled to North Fitzroy via Royal Park, then down the cockspur line to Napier Street, Fitzroy; they shunted back to North Fitzroy; then they crossed to Clifton Hill and went down the cockspur line to Johnston Street, Collingwood; they shunted back to Clifton Hill and limped on to Alphington and Heidelberg.<sup>35</sup>

Any railway line was to be welcomed, and though most could see the limitations of the line as constructed there was still much talk of how it would transform the district, providing a rapid and reliable means of transporting agricultural goods to market, and increasing land values in the district.



*Figure 27 The Heidelberg Railway Station was opened by the Governor of Victoria, Lord Brassey, in 1896.*

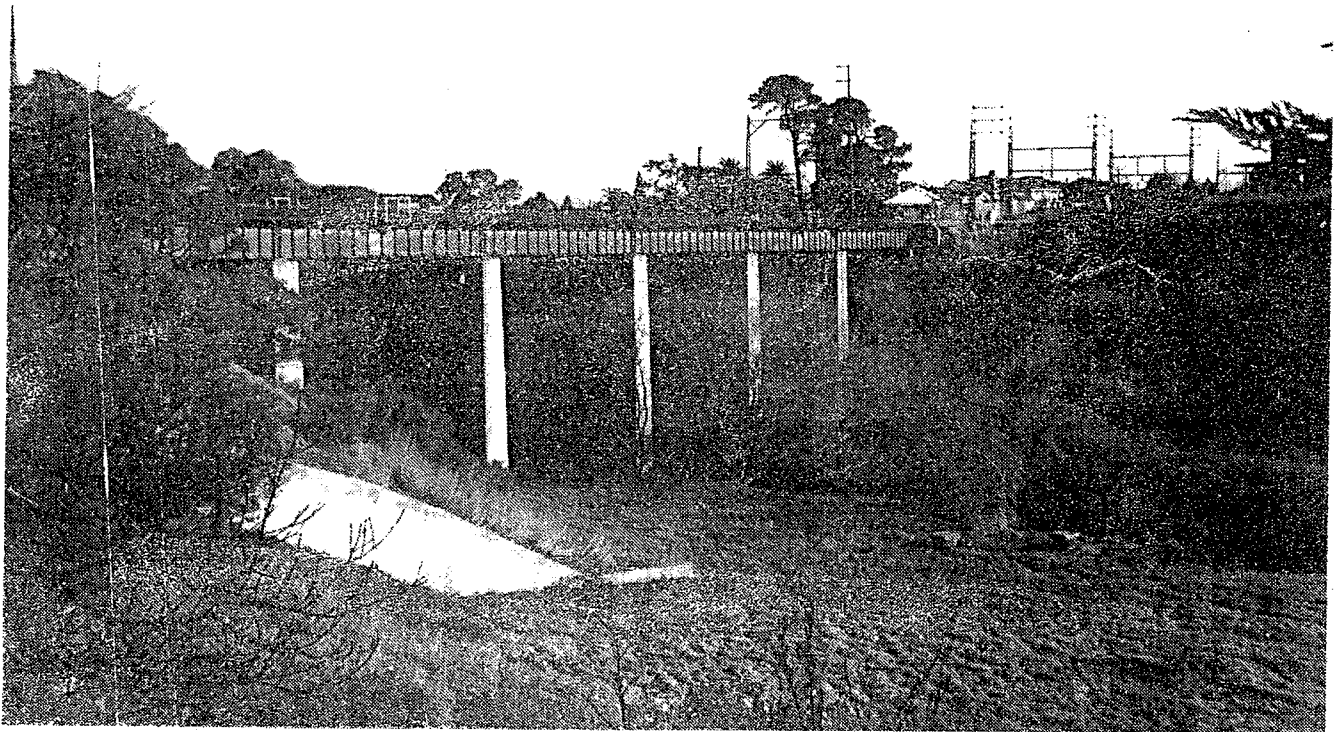
Source: Reproduced from *Heidelberg Since 1836*.

This spirit of optimism soon wore off, however, with most people electing to catch the train to Collingwood, and a tram into the city from there.<sup>36</sup> As one of the speakers at the opening of the line noted, 'It was a remarkable railway line, for one hour [of the one hour and 37 minute trip] he had not lost sight of the Exhibition Building.'<sup>37</sup> The railway was largely a failure, and it effectively negated the influence of the land boom of the 1880s on the Heidelberg area.

Relief finally arrived in 1901, when the Heidelberg line was extended from Johnston Street, Collingwood to Princes Bridge in the city. The line was duplicated in 1912, at which time a massive new concrete and steel railway bridge was constructed over the Darebin Creek (Fig. 28), and a large new railway station was constructed at Studley Road, Heidelberg.<sup>38</sup>

Further north, the lack of railways was a grim reality. Residents of Greensborough, Eltham and Diamond Valley had supported the movement to establish a line to Heidelberg, in the hope of an extension further north. This seemed a long way away, however. Poor transport was costing the district dearly in terms of its agricultural development.

It was pointed out that transportation of fruit and other produce from the Diamond Valley was as expensive as the cost of transporting goods from agricultural areas much further from Melbourne. Railway leagues were formed in Greensborough, Nillumbik and Queenstown (St Andrews) in 1883, but it would be twenty years or more before their efforts were rewarded.<sup>39</sup>



*Figure 28 Railway Bridge over the Darebin Creek, 1912.  
Reproduced from Heidelberg Conservation Study.*



*Figure 29 A typical 'heartbreak street' in the outer suburbs in the 1950s.  
Source: Reproduced from Vital Connections.*



A new railway line to Eltham was opened in 1902, and this had a particularly significant effect not only on the development of Eltham itself, but also on the Lower Plenty and Montmorency districts, where rural land was subdivided into residential and smaller rural allotments.<sup>40</sup> The railway influenced development along the length of the line, as well as responding to some local transport needs. For instance, a spur line was built from Macleod Station to service Mont Park and Plenty Hospitals in 1911.<sup>41</sup>

Transport to the northern areas of Banyule has been greatly improved in recent years with the construction of the extension to Bundoora of the old High Street tram route through Northcote and Preston.

#### **5.4 Water, Waste and Power**

The provision of what most would now consider to be basic services, such as water, sewerage and electricity, was slow in coming to most parts of the Banyule district, which remained distinctly rural into the twentieth century. Part of the problem was of course the lack of adequate rail transport through the area, and part simply the fact that from the 1860s, Melbourne's middle and upper class suburbs began developing to the south and south-east of the city. The main population centre in the district in the late nineteenth century was Heidelberg, and it was first to enjoy the benefits of large scale services infrastructure when they finally came. At Greensborough, Montmorency and Lower Plenty, however, major population growth did not occur until the 1920s or much later. This coincided with similar levels of growth in other of Melbourne's middle and outer suburbs. The pressure to provide services for new residents in these areas was not matched by available resources and these lagged behind significantly. In some areas the results by the 1950s were 'heartbreak' streets, where a lack of sewers, inadequate drainage, unmade roads, and in some places, no electricity, created a woeful antithesis to the Australian suburban dream (Fig. 29, see Chapter 6 for more about this post-war suburban development).<sup>42</sup>



*Figure 30 An early dam on an Ivanhoe stream provided fresh water for domestic use. Reproduced from Heidelberg Since 1836.*



## Water

In the early days, water supply was not always within easy reach, and when it was available there was a risk of impurities. Wealthy residents could afford to build tanks or wells, but most people had to risk their health and drink water carted in barrels filled from the creeks.

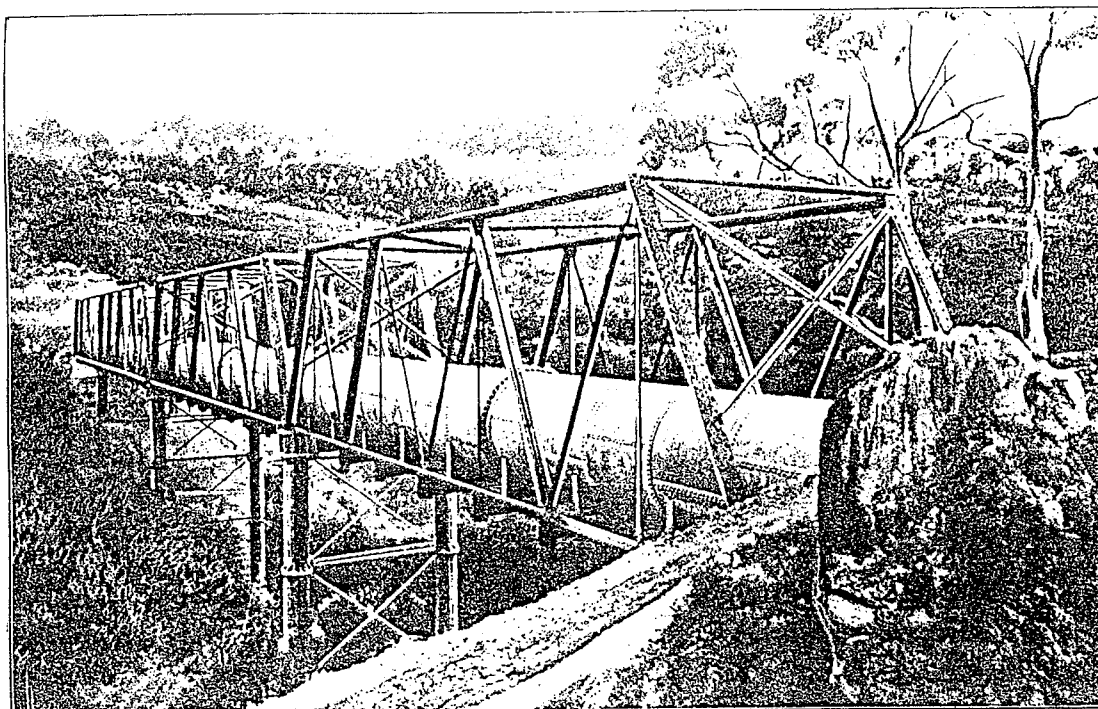
In the early years of settlement, water in the southern parts of Banyule was obtained with relative ease from the creeks and rivers (Fig. 30). Most of the big properties had their own river frontages where water could be drawn and carted to the houses. Some of these properties even featured pumps, including Joseph Hawdon's Banyule, where a pump supplied a tank near the house. Lesser mortals drew their water from public access points. Waterdale Road, for example, was originally a water access road.<sup>43</sup>

Melbourne's first piped water supply was established in the late 1850s and drew on the resources of the Plenty River. The Yan Yean intake channel, reservoir and supply pipeline were constructed between 1853 and 1857, though work continued on the system for decades afterward.

The reservoir was located in a natural basin called Ryder's Swamp east of the Plenty River.<sup>44</sup> Water flowed from the reservoir along an open channel to a small pipehead reservoir at Morang and then into two pipes leading to the Preston Reservoir. From there, pipes radiated out to service reservoirs in various suburbs.<sup>45</sup> Though it was to be many years before reticulated water was supplied to the Banyule district, the construction and subsequent extension of the Yan Yean system through the area had great significance for its development, not least for the employment it generated. Through the 1850s, large numbers of people of various professions such as masons, surveyors and labourers, travelled north along Plenty Road to the site. At one stage there were over 400 workers stationed at Yan Yean.<sup>46</sup>



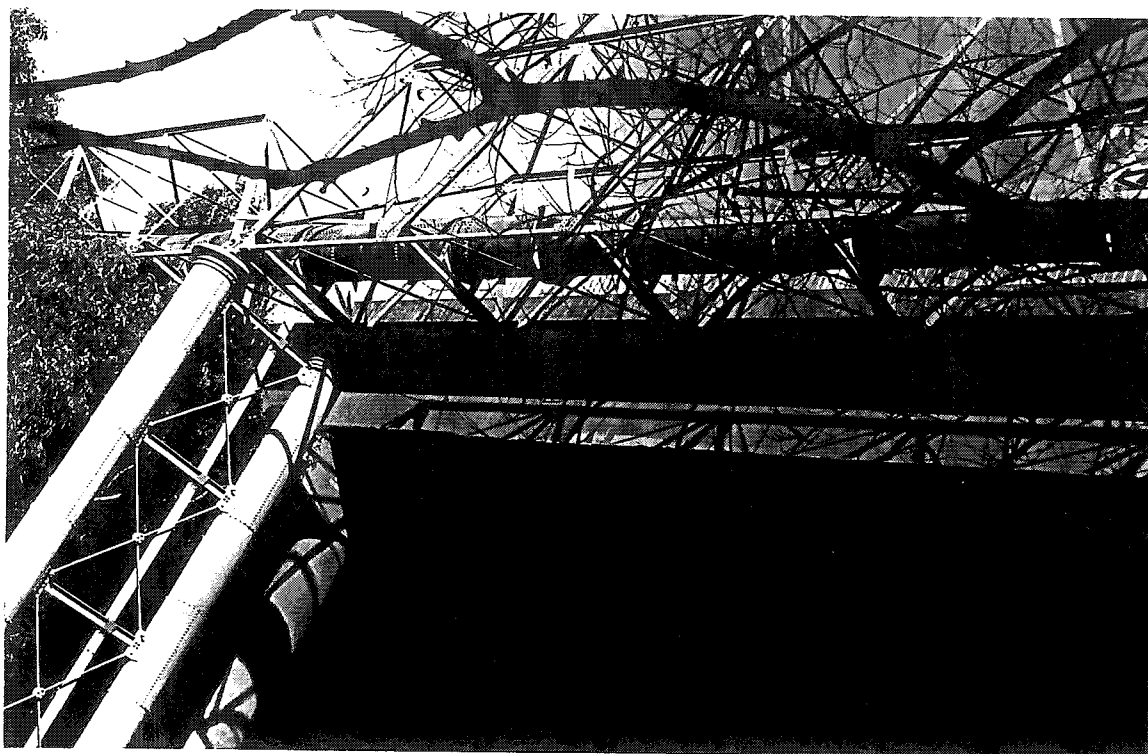
*Figure 31 Part of the original section of the Maroondah Aqueduct, pictured here in 1915.*  
Source: Water Supply Systems of the MMBW.



*Figure 32 The pipe bridge at Greensborough, also pictured in 1915.*  
Source: Water Supply Systems of the MMBW.

There are a number of structures and landscape features which survive as references to the nineteenth century history of the system. During the 1870s and 1880s the quantity and quality of the water from Yan Yean was severely tested by the rapidly increasing demand, drought and deforestation within the catchment area, and the inadequacy of the Yan Yean to supply the metropolitan area became manifestly obvious. In 1886, work began on the construction of a new weir on the Watts River near Healesville, again providing employment to people in the area. An aqueduct was constructed to carry the water 66 km from the weir, via the Christmas Hills, Kangaroo Ground, Research, and Greensborough to the holding reservoirs at Preston. The Maroondah Aqueduct was opened in 1891 (Fig. 31). It was duplicated in 1927, following the construction of the Maroondah Reservoir.<sup>47</sup> Though many portions of the aqueduct have been dismantled, its alignment is still visible and a pipe bridge over the Plenty River survives at Greensborough.<sup>48</sup>

This bridge appears to be the second bridge to be constructed at this point and was possibly constructed in the early twentieth century, after the earlier bridge was washed out. The structure consists of riveted Warren trusses set on paired rolled iron I beams which are in turn supported on welded cylindrical columns. The original pipeline used on this bridge has been removed (See Fig. 32) and the bridge currently carries a smaller diameter modern Tubemakers steel pipeline suspended under the trusses, rather than being supported between the trusses. Beneath the existing bridge there is a large bluestone retaining wall on the east side of the river, with two riveted cast iron pipes projecting out of the upper section. The location and placement of this wall is not related to the existing bridge and appear to be the remains of the earlier pipe/bridge system. The existing welded bridge is known to have been in existence by 1915.<sup>49</sup> Though not as old as the Banksia Street Bridge at Heidelberg (see below), the bridge and syphon at Greensborough are rare and important examples of structures of this type surviving in Melbourne.<sup>50</sup>



*Figure 33      The Banksia Street pipe bridge.*

At the other end of the Yan Yean water supply system, demands were also being placed in the nineteenth century on the Board of Lands and Works to extend the supply to newly developed metropolitan areas. Through the 1870s and 1880s reticulation was spread to most areas, with preference given to more densely populated suburbs. Less populated areas such as Heidelberg and the developing northern and eastern suburbs had to lobby the Victorian Government to be connected to the expanding system. Heidelberg remained without reticulated water until after the 1880s boom, despite the fact that other middle-ring suburbs such as Hawthorn (1865), Camberwell (1872) and even Brighton (1870) had been connected.

A severe drought in 1888, together with the establishment of the Austin Hospital, lent weight to Heidelberg's needs to be connected to the system. The Melbourne and Metropolitan Board of Works—established in December 1890 with dual responsibilities for water supply and sewerage—agreed to connect Heidelberg to the system if the City Council guaranteed 6% interest per annum on the expenditure.<sup>51</sup> A 32 inch iron main was laid direct from Yan Yean to Surrey Hills in 1891. The main was laid parallel to the existing main, which it crossed in the vicinity of South Morang, and crossed the Yarra at Heidelberg on an iron girder bridge at Banksia Street.<sup>52</sup> From there it continued in a south-easterly direction to Surrey Hills. During the 1890s, Heidelberg and other suburbs, supplied with water by the Yan Yean to Surrey Hills Main, were gradually reticulated.<sup>53</sup> The original iron girder bridge and syphon, constructed in c. 1891, survive at Banksia Street, Heidelberg (Fig. 33). The pipe bridge consists of three pairs of trusses which carry a 820 mm diameter water pipe. It is thought that the Banksia Street bridge and syphon is the most intact and original example of such a structure surviving on the Melbourne water supply system.<sup>54</sup>

Beyond Heidelberg, other parts of the district had to wait much longer for reticulated water, despite the proximity of the Yan Yean supply pipe, from which only the mental health hospitals near Gresswell Hill were permitted to draw a supply. In the early twentieth century, the residents of Bundoora and Greensborough still depended on stand-pipes and the services of a Mr Splatt, who transported water to private houses in a barrel in his dray.<sup>55</sup>

In the 1930s and 1940s, some residents paid for private pipes from the main supply pipe, but it was not until around 1945 that the Greenhills and North Greensborough Progress Association was formed to lobby for the provision of a reticulated water supply, which eventually occurred sometime around 1950. Water was finally supplied to other parts of the Banyule district over the following decades.<sup>56</sup>

### **Sewerage**

Like her water supply, Melbourne's sewerage system was also administered from the early 1890s by the Melbourne and Metropolitan Board of Works. The extension of the sewerage system to suburbs further away from the city than Fitzroy was a long time in coming. Parts of Northcote and Preston were sewered from about 1908, but as late as the 1950s, large areas of the middle-ring suburbs, by then experiencing rapid population growth, still remained unsewered. In 1950, over 20,000 properties in Melbourne remained unsewered, relying on (often inadequate) pan collection services and limited numbers of septic tanks.<sup>57</sup> The Macleod / Watsonia areas were connected to sewerage through the 1960s<sup>58</sup>, whilst it was not until the 1970s or later that the newly suburbanised areas of Greensborough, Montmorency and Lower Plenty were supplied with reticulated sewerage services, and some parts of Lower Plenty remain unsewered today.<sup>59</sup>



*Figure 34 Heidelberg Park in 1890s, showing extensive planting and a footbridge over the creek.*

Source: Reproduced from *Heidelberg Since 1836*.

## **Power**

Gas was supplied to Heidelberg, specifically for street lighting, the Austin Hospital, the Infectious Diseases Hospital at Fairfield and the railway stations, from 1889. The mains were laid by the Heidelberg Gas Company, however the company's finances failed and the system was taken over the following year by the Heidelberg Shire Council. The gas works were eventually sold to the Metropolitan Gas Company (which became the Gas and Fuel Corporation) in 1947. The area was supplied with natural gas from 1969.<sup>60</sup>

Heidelberg was supplied with electricity from 1914, when the Council decided to purchase power from the Melbourne Electric Supply Company. By 1915 there were over 200 consumers in the area.<sup>61</sup> Neither gas nor electricity was provided to the northern and eastern parts of Banyule until 1950 or later.

## **Parks and Recreational Facilities**

The establishment of the first of Banyule's municipal parks and reserves took place from the late nineteenth century, the earliest in Heidelberg. Considerable work was undertaken on the development in the late 1880s of Heidelberg Park - located on the Yarra flats due east of the Warringal Village (Heidelberg). The work was undertaken by former farmer, Heidelberg

Road Board member and amateur horticulturalist, Peter H Fanning, who laid out the park, complete with lawns and gravel paths and undertook extensive planting. Gates and fences were erected around the park by 1891.<sup>62</sup>

Following pressure from the Ivanhoe Advancement Society, in the early twentieth century the Heidelberg Council, specifically its Parks and Gardens Committee, began planting in other areas of the municipality. The Ivanhoe Reserve and Alphington Parks were levelled and fenced in 1912, as was the top of the hill in Fairfield Park (the latter two parks now in the City of Yarra).<sup>63</sup> Ivanhoe Reserve, acquired in 1911, was fully developed between this date and the end of the 1930s. It supported a range of recreational facilities including an established bowling green, and facilities for cricket, croquet, and gymkhanas.<sup>64</sup> Some developers incorporated provision for recreational facilities into their residential subdivisions: an example was the Freehold Assets Pty Ltd's establishment of Macleod Park adjacent to their Golf Links Estate development in 1921.<sup>65</sup>

Many much smaller reserves were developed in Heidelberg and Ivanhoe in the early twentieth century, including the Studley Road Memorial Reserve, formed around an old River Red Gum in 1916, the Burke Road North Reserve at the bridge over the Yarra (1921), the Powlett Street Reserve (next to the Warringal Cemetery in Heidelberg, 1917, 1924), Wilson Reserve (1924) and the Eaglemont Reserve.<sup>66</sup>

During the 1920s, the Heidelberg Council adopted a deliberate policy of acquiring large areas of parkland. This followed an address at Heidelberg in 1924 by James Barrett, Chairman of the newly appointed Melbourne Town Planning Commission. Adopting the ideas of the proponents of the British Garden City movement, Barrett stressed that Melbourne's parks were the 'lungs' of the city and urged Heidelberg Council to acquire parkland in the area before widespread subdivision and residential development made it too expensive.<sup>67</sup> Council purchased 50 acres [20.2 hectares] of riverside land at the Chelsworth Estate in Ivanhoe in 1931 and developed various sporting and recreational facilities at Chelsworth Park.<sup>68</sup> The efforts of the Heidelberg Council to acquire land for open space and recreational purposes continued and in 1961, with direct pressure from the wider community, it acquired 40.8 hectares of land as part of the development of the Elliston Estate. The land had previously been part of the Rosanna Golf Course, and is now known as the Rosanna Parklands. Sporting facilities were provided at various of these Council

reserves; swimming pools were constructed at the Wilson Reserve, for example and Sill's Bend, near the Warrigal Village.<sup>69</sup>

From the 1910s, the Heidelberg Council also undertook a concerted program of street tree planting (mostly plane trees) and the general beautification of railway reserves and median strips. This landscaping program, which typically included the use of rockeries and associated plants, has become a significant characteristic of the Heidelberg-Ivanhoe area. Of the median strips developed in this period, Banksia Street was considered the showpiece. Many of the retaining walls constructed as part of particular residential subdivisions of the period also featured similar use of stone and similar planting patterns.<sup>70</sup> In 1914, with the support of a subsidy from the Heidelberg Council, local residents planted around 150 street trees, mostly eucalypts, on the Plenty Road at Greensborough. Unfortunately, five years later, only 36 had survived.<sup>71</sup>

From the 1970s, the potential of the creek and river valleys in Banyule to provide valuable open space for the community was recognised. In 1973 a group of local residents formed the Rockbeare Park Conservation Group, later renamed the Darebin Parklands Association, and with the support of both the Heidelberg and Northcote Councils, began working toward the conservation of this small section of the Darebin Creek valley. Land on both sides of the Darebin had been used variously for quarrying, farming, an orchard, and a tip,<sup>72</sup> and was in very poor condition. The State Government contributed funding for the project and in 1977 a Landscape Masterplan was completed.



*Figure 35 View of Greensborough from Willis Vale homestead in 1906, still shows plenty of open space.*

Source: Reproduced from *The Diamond Valley Story*.

A weed eradication program was begun with a grant from the Minister for Lands in 1978, and in 1979, a footbridge was constructed across the creek.<sup>73</sup>

The open space to either side of the Darebin, Plenty and Yarra Rivers contains a variety of remnants from earlier phases of development, including remnants of orchards and homestead plantings (eg Yallambie Park, Plenty River and Chelsworth Park, Ivanhoe Golf Course), fencelines (eg Rosanna Golf Club, Plenty River), agricultural buildings (eg: silos, Viewbank Hill), and even an early twentieth century playground by Ellis Stones (Yarra River, near Wilson Reserve).<sup>74</sup> Land on either side of the Plenty River at Greensborough, which in the 1840s and 1850s formed part of the homestead properties of Robert Whatmough and David Partington and on which extensive orchards and market gardens once flourished, have now been developed into a valuable recreational area (Partington's Flat, Kalparrin Gardens, Whatmough Park and Greensborough Park).

To the north of Heidelberg, in the Greensborough / Bundoora area, sporting and recreational activities became more organised in the late nineteenth century. Despite this, games such as football and cricket are more likely to have been played in paddocks rather than at fully developed sporting grounds. Athletics competitions were also held in paddocks, while fishing on the Plenty was a quieter preoccupation.<sup>75</sup> In the twentieth century, tennis courts and bowling clubs were established. The Greensborough swimming pool was built during the 1930s Depression as an employment relief measure. It was officially opened by swimming champion Frank Beaurepaire, later the Lord Mayor of Melbourne. After some thirty years of use, the swimming pool was closed because of its polluting effect on the Plenty River. The 'old' Greensborough Football Pavilion was constructed at the football ground by voluntary labour in the summer of 1953; this was replaced by a new brick pavilion in the early 1970s.<sup>76</sup>

Many of the reserves in the northern parts of Banyule were set aside as part of the subdivision and residential development of the land in the twentieth century, as the reservation of open space became accepted as a precept of urban planning and part of the development process. Other reserves had been in the care of the community for several decades. In the 1970s, for example, the Diamond Valley Council and the Greenhills Progress Association took over the administration and care of 5.7 hectares of natural bushland known as the Yandell Reserve on the hill between Cairns Street and St Helena Road in Greensborough. Local residents had planted hundreds of Australian native trees on the site since the 1950s and had also constructed a hall and a kindergarten. The area included a fenced wildflower reserve planted by the naturalist Winifred Waddell.<sup>77</sup>

In recent years, the significance of the waterways which flow through the City of Banyule, and the open space on either side of them has been recognised by the State Government and subsequently, Melbourne Parks and Waterways (now Parks Victoria) through a series of policy documents known as Concept Plans.<sup>78</sup>

## **5.5 Hospitals**

Bounded by Banksia Street to the south, Burgundy Street to the north, Heidelberg Road to the west, and Studley Road to the east, one of Heidelberg's most visible landmarks is the former Austin Hospital for Incurables, now part of the Austin and Repatriation Medical Centre. Located on a ridge in the north of the suburb, the hospital was established in 1882 through the beneficence of Mrs Thomas Austin. The hospital's original charter was to care for those suffering from 'incurable diseases', but this was expanded greatly in the twentieth century. The word 'incurable' was dropped from the name of the hospital and it moved to keep pace with developments in all areas of medicine and other related fields. In 1938, the Austin became a general training hospital, affiliated from 1965 with the University of Melbourne medical school.<sup>79</sup> The complex retains a number of late nineteenth and early



twentieth century buildings, a number by well-known Melbourne architects, including the original Consumptive (Davies) Block of 1889-90, original Gate Lodge (1892) and two former nurses' homes, the Marian Drummond Nurses' Home (1913-14) and the former Edward Wilson Nurses' Home (1925). More visible now, however, are the more recent hospital buildings, including the massive seven-storey Harold Stokes Block (1971-1980).

The Austin Hospital has recently amalgamated with the former Heidelberg Repatriation Hospital, located on a much larger site just a kilometre to the west. The Repatriation Hospital was established in 1940, with the original buildings on the site being designed by noted Melbourne architect, Leighton Irwin.<sup>80</sup> The Commonwealth Government purchased 36 acres (14.5 ha) of Shira's paddock in Waterdale Road and the hospital was officially opened in March 1941. The need for another repatriation hospital grew out of the overflow of cases from the Caulfield Repatriation Hospital during WWII.<sup>81</sup>

Not surprisingly, health care facilities of the scale of the Austin and Repatriation Hospitals were not forthcoming in the more sparsely developed areas in the north and east of Banyule in the nineteenth century. However, in the early 1940s, local Greensborough doctors banded with residents to set up a community hospital, following the closure of the private midwifery hospital in Grimshaw Street. A 7 bed community hospital was opened in 1942. In 1954, another wing was added, comprising 16 beds, an operating theatre and other facilities. Further extensions in 1966 and later reflected a response to the growing population of Diamond Valley.<sup>82</sup> This is now the Diamond Valley Community Hospital.

Extensive hospital and other health facilities were also established in the twentieth century in a major health care precinct located just west of the City of Banyule in the City of Darebin, where Larundel Psychiatric Hospital, the Plenty Hospital and the Mont Park Hospital, amongst others, are located, adjacent to LaTrobe University.



## **6.0 SUBURBAN DEVELOPMENT**

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Apart from an early enthusiasm for Heidelberg as a place for gentlemen's country retreats (See Chapter 3), the area was slower to develop than many of Melbourne's inner and middle ring suburbs. The area did not share greatly in the boom of the 1880s, which saw many other sectors undergo rapid residential development - mainly because of a lack of adequate transport links to the city. From the turn of the century stronger development occurred in Ivanhoe and Heidelberg, as these areas were connected to transport and other services and facilities. Other areas remained distinctively rural until well into the inter-war and in some cases, post-war periods, however, when a new generation took on a completely different suburban experience on the outer fringes of the municipality. As a result of this uneven development, the housing stock through the area varies considerably.

### **6.1 Economic Decline, 1860-1880**

The study area experienced an economic decline from the 1860s. To a certain extent this reflected conditions across the colony in the period following the end of the gold rushes, however Heidelberg and the areas further north were slow to recover, and did not improve significantly in the 1870s. The lack of transport through the district was an important factor. While other areas benefited from the construction of railway lines from the end of the 1850s, the area remained a rural backwater.<sup>1</sup>

### **6.2 1880s Land Boom**

In the 1880s, the prospect of rail transport, promised first to Alphington, and then to Heidelberg, provided the impetus for land speculators and developers in the area and saw the district's fortunes appear to take a turn for the better. One of the best-known of Melbourne's land boomers, Matthew Davies, bought the old Rosanna Estate in 1881, while Charles James purchased and developed two estates in Alphington, Lucerne Farm and Fairfield Park (Fig. 36). Other estates subdivided and sold in the 1880s included the Berlin Estate in Upper Heidelberg Road, which changed hands several times before being sold as Heidelberg Heights in 1888,<sup>2</sup> and Eaglemont, which was annexed to the adjoining Mt Eagle Estate, under the control of the Eaglemont Estate Co. These estates were marketed as high quality residential subdivisions. In the case of the Eaglemont Estate, along with the promise of a direct rail link with Melbourne, was the claim that a covenant would be placed on each title preventing the construction of houses costing less than £750.<sup>3</sup> In suburbs such as Northcote, Preston, Ivanhoe, and Heidelberg, however, much of this land remained unsold, and relatively few houses were actually constructed following the land sales of the 1880s. Across the Heidelberg-Ivanhoe area, Don Garden has suggested that barely 500 acres (202 ha) were affected by subdivision in the boom period. This level of development was minimal when compared with suburbs of a comparable distance from the city, such as Box Hill, Surrey Hills, Oakleigh, Camberwell, Brighton and Essendon, or nearby areas such as Alphington and Fairfield, which were extensively developed.<sup>4</sup>

Only a few houses constructed in Heidelberg in the boom period have survived today. Ravenswood (40 Beauview Parade, Ivanhoe, Fig. 38), was constructed by Robert Kennedy in 1890-91, Glenarde House (73 Mount Street, Heidelberg) was constructed in 1888-89 on a block from the Leighton Estate and Awaba (33-35 Hawdon Street, Heidelberg) was constructed in c. 1896 by Edmund E Smith, who bought the land bounded by Mount, Hawdon, Durham and Castle Streets.<sup>5</sup> These houses, together with a number of others in

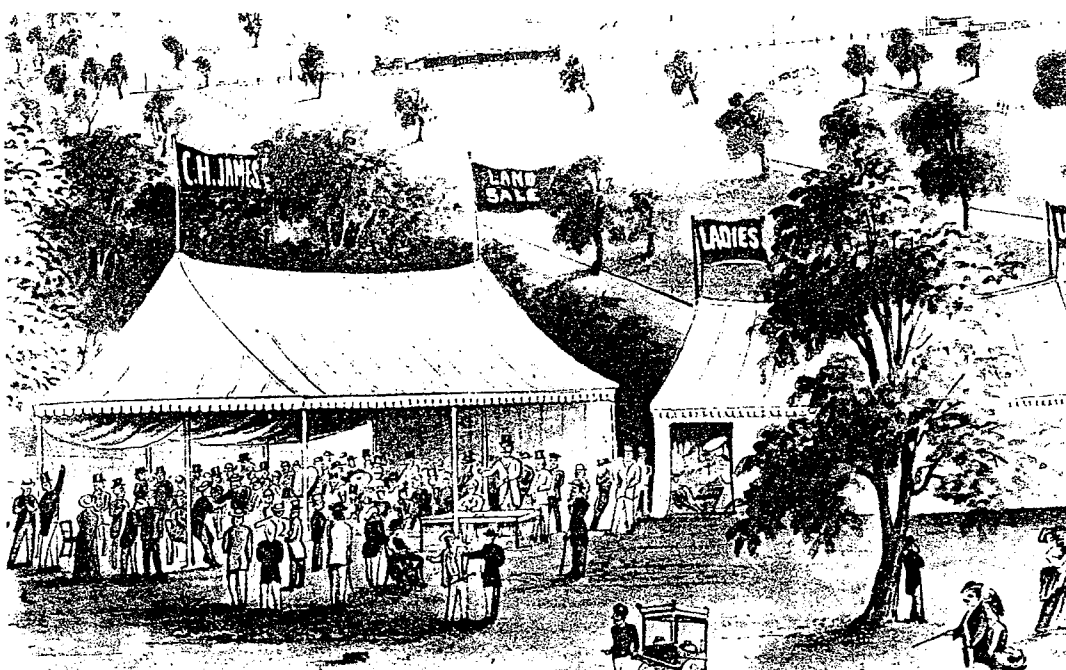


Figure 36 Sale of land at developer CH James' Fairfield Park Estate.  
Source: Reproduced from *Heidelberg Since 1836*.

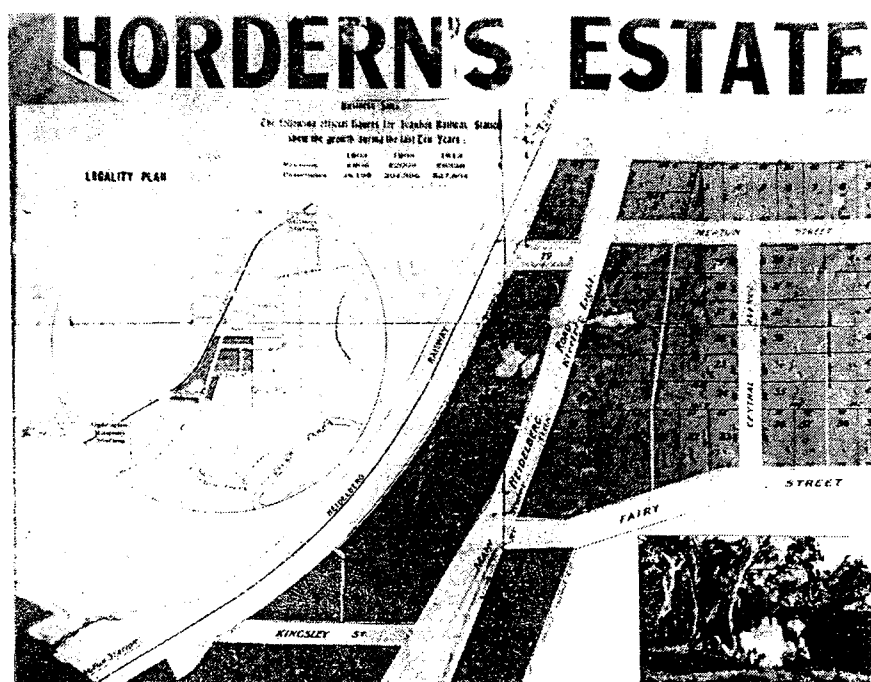
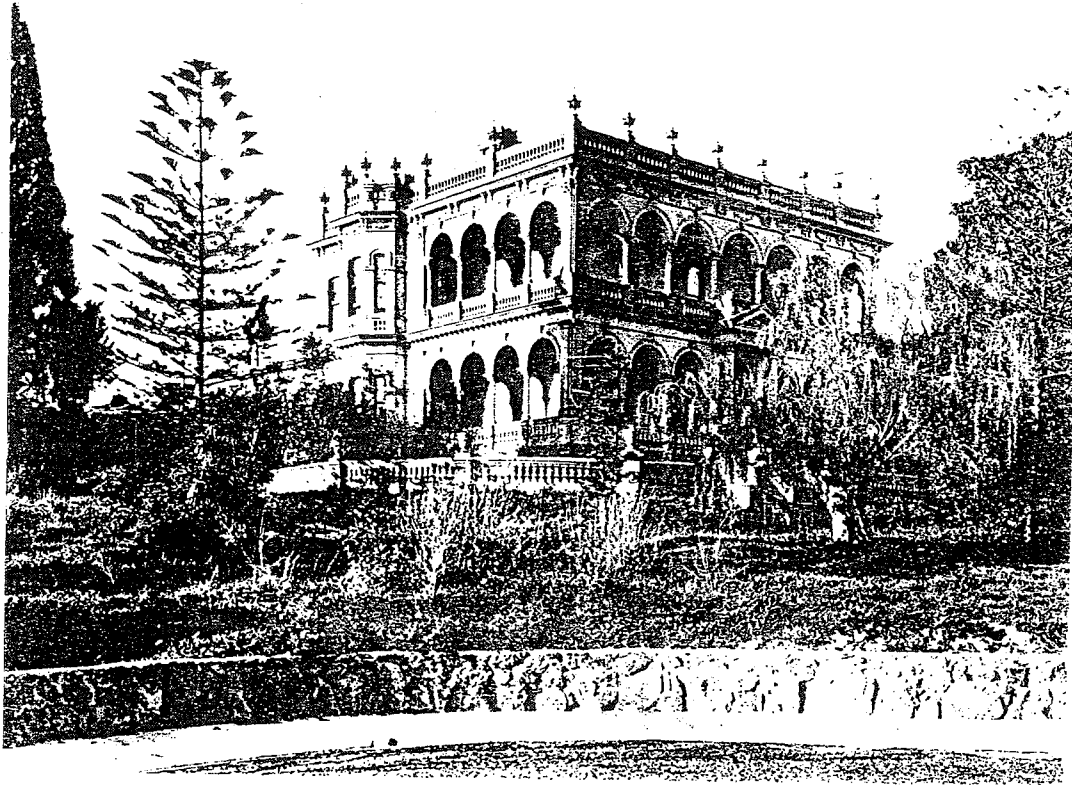


Figure 37 Hordern's Estate, marketed around the new direct railway link to Melbourne.  
Source: Reproduced from *Heidelberg Conservation Study*.



*Figure 38 An early photograph of Ravenswood.  
Reproduced from Heidelberg Since 1936.*



*Figure 39 View over Heidelberg to the hills to the north and east, still essentially rural  
in character, c.1930.  
Reproduced from Heidelberg Conservation Study.*

Cape Street (Nos. 57, 133 and 141 Cape Street), remain as reminders of these nineteenth century estates, most of which were re-subdivided in the twentieth century. Further north and east of Heidelberg the land boom had little, if any effect, with the area remaining essentially rural in character until well into the twentieth century (Fig. 39). Few pastoral or agricultural buildings survive from this period, with the homestead Woodlands (11 Doon Court, Greensborough), constructed in 1888 for Graham Webster, a retired Melbourne Police Magistrate, an important exception. Another is the brick house formerly known as Bryn Teg, now the Heidelberg Golf Club Clubhouse (31 Main Road, Lower Plenty), which was constructed as a homestead in 1887 for Mrs Mary Thomas. The Bryn Teg Estate was sold in 1926 to the Heidelberg Golf Club, and developed as a 12 hole golf course, opened by Prime Minister Stanley Bruce in 1930.

### 6.3 Residential Development 1900-1940s

#### Heidelberg

A dramatic increase in the residential development of Heidelberg and Ivanhoe occurred in the early twentieth century. In 1901 the direct rail link to Melbourne finally became a reality and the residential potential of the area appeared boundless. As the *Leader* commented:

The signs of the times are that Heidelberg, the 'Sleeping Beauty' of the last half century, is about to awake, and take her place among the busy, lively daughters of the metropolis, but whether the change will be for her own truest happiness who can say .....<sup>6</sup>

The first few years of the new century saw the re-subdivision of a number of the nineteenth century estates. Amongst the earliest of these was the Chelsworth Estate, designed by surveyor Peter Wilhelm Tuxen in 1902. This was one of the larger estates in Heidelberg, comprising all of the streets south-east of Studley Road, east of Marshall Street, north of Lower Heidelberg Road and west of Hopetoun Grove.<sup>7</sup> Another early estate was the Hillsley Subdivision, devised by local architect, engineer and surveyor, Henry Vinel Champion, and lodged at the Titles Office in 1908.<sup>8</sup> The estate was bounded by Studley Road, Norman Street, the west side of Marshall Street and both sides of Noel Street.<sup>9</sup>

The Mount Eagle Estate, later called Eaglemont, designed by noted American architect and landscape architect, Walter Burley Griffin, for Peter E Keam, was offered for sale from 1915. The estate was located in the eastern part of Heidelberg, overlooking Lower Heidelberg Road. Coghill and Haughton were the sole selling agents for the estate, which was offered at 20% deposit and 5-year terms at 5% interest. Set on a sloping site, the estate featured an irregular plan, with curving roads following the contours of the land and offering views out on several levels, and a series of public parks (Summit Park, Maltravers Park, Outlook Park and Eyrie Park). Substantial numbers of existing (pre-subdivision) trees were retained as part of the estate design. Eaglemont was the first of Griffin's estates in Victoria and the most successful. It was hailed by town planners and architects for its innovation and the high level of amenity it offered.

The *Real Property Annual* of 1916 described it as '... the ideal place for an ideal plan,' denouncing the standard grid subdivision patterns in favour of the curvilinear layout devised by Griffin.<sup>10</sup> The *Royal Victorian Institute of Architects Journal* commented that the estate had been designed 'upon scientific planning principles unique to Australia.'<sup>11</sup> This view was reinforced by the *Australian Town Planning* journal, which described Eaglemont as a 'Model Suburb'.<sup>12</sup> As these comments suggest, several of the features of Griffin's estate had not been seen before in Victoria.<sup>13</sup>

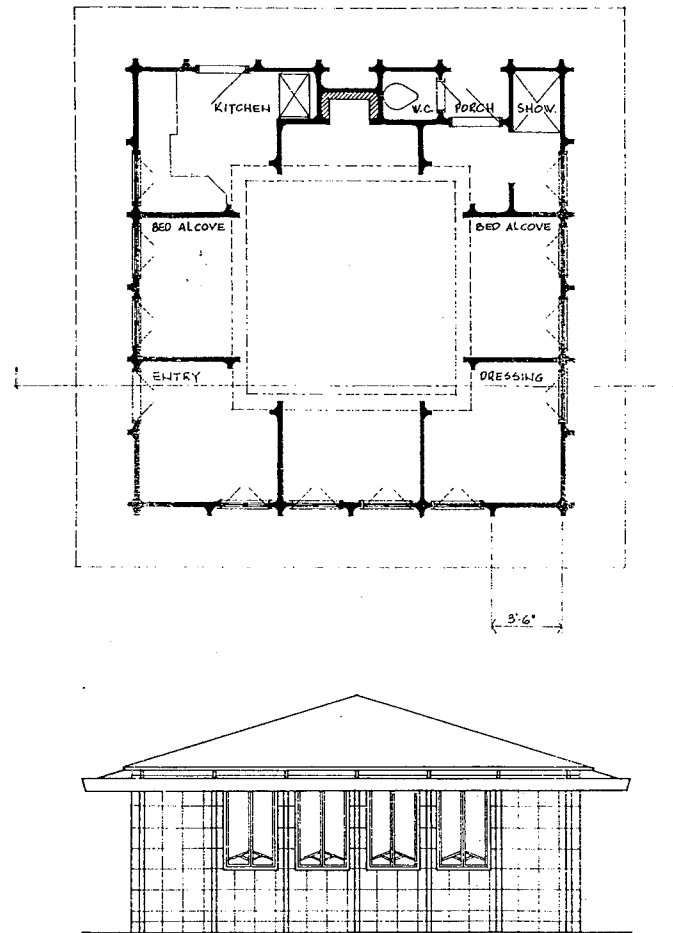


Figure 40 *Pholiota, plan and elevation.*  
Source: Reproduced from *Sources of Modernism*.

Griffin went on to design the Glenard Estate, which was located on the old farming property, Glenard, north of the Mount Eagle Estate and on the eastern side of Lower Heidelberg Road. The land was also owned by Peter Keam, who cited Griffin's role as 'Federal Capital Designer' and his own membership of the recently formed Town Planning Association of Victoria, as evidence of a development designed on 'modern lines' at Glenard.<sup>14</sup> Though Glenard lacked the natural advantages of the Mount Eagle (Eaglemont) Estate, Griffin based his design on the same principles, with a curvilinear street layout and a series of internal parks. His own tiny residence, 'Pholiota' survives at the rear, 23 Glenard Drive (Fig. 40).

Despite this flurry of activity in land subdivision, relatively little development occurred in Heidelberg in the early twentieth century. Most of the Chelsworth Estate, for example, was vacant in 1912, ten years after its subdivision, and the other estates were only partially developed by 1920. Many of the houses which were constructed in these years, however, demonstrated a distinctive architectural style.

A series of houses were designed in a variety of Medieval-derived styles on land which had been offered for sale in the 1880s, 1890s, and 1900s. Architect Harold Desbrowe Annear set an example for the area with the three houses of 1903-4 at the top of The Eyrie in Heidelberg (28-30, 32-34 and 36-38, Annear's own house). Graeme Butler has described the Medieval-inspired Arts and Crafts style of these and other houses in the



*Figure 41 House at 14 Martin Street, designed by Harold Desbrowe Annear.  
Source: Reproduced from Heidelberg Conservation Study.*



*Figure 42 Queen Anne style house, Marshall Street.  
Source: Reproduced from Heidelberg Conservation Study.*

area as referencing both English and North European (German and Swiss) prototypes (Fig. 41), while the influence of the American bungalow is also evident.<sup>15</sup>

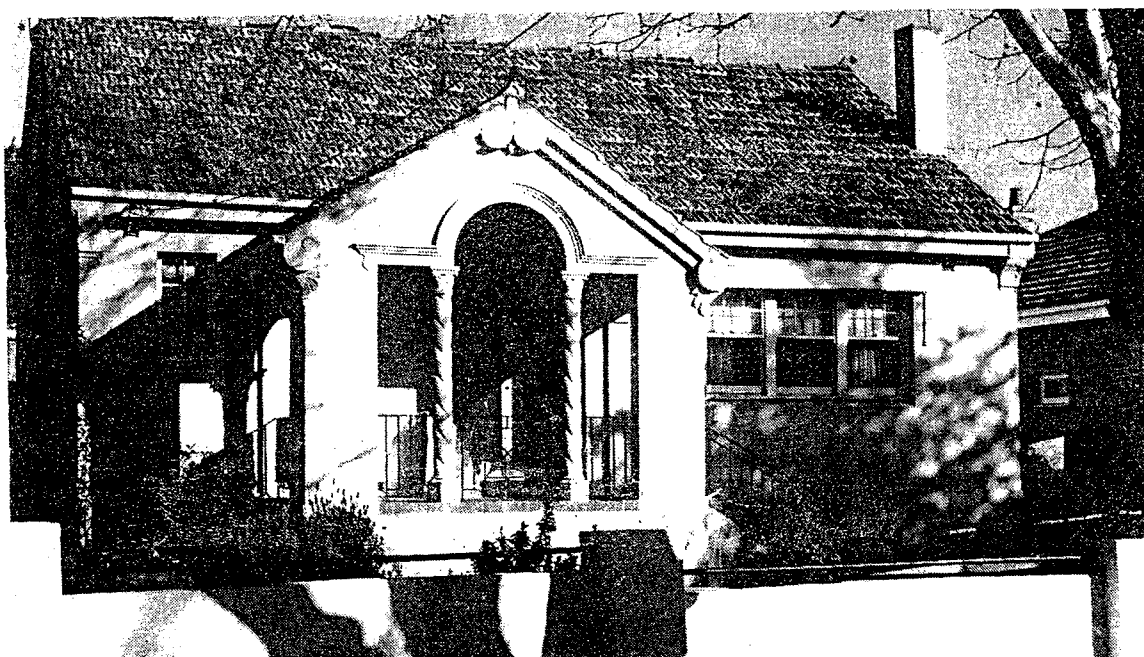
Griffin's Mount Eagle estate, developed between 1914 and 1916 was the focus of this residential style, with other houses in Banksia Street and Mount Street exhibiting the same stylistic qualities.<sup>16</sup> Another branch of the Medieval influence was represented by the group of Queen Anne style houses in Marshall Street (Nos 88, 89, 91 and 92) constructed on Henry Champion's Hillsley Estate of 1908 (Fig. 42). Other groups of Queen Anne styled houses were located nearby, including a number of houses on the Chelsworth Estate (9, 23 and 47 Studley Road, Ivanhoe) and the group developed by the Sharp family in Sherwood Road.<sup>17</sup> Typically, these houses use the gabled attic as a major element over the entrance. They also feature the following elements, as noted by Butler: rough-cast stucco to gable ends and upper wall; dark-stained or black-painted half-timbering in the gables; an asymmetrical combination of hipped and gabled roof forms; face red pressed brick or horizontal weatherboards to the lower walls, and terracotta Marseilles-pattern tiles to the roof.<sup>18</sup>

Like Northcote and Preston, the most intensive development in Heidelberg occurred in the 1920s. Between 1921 and 1933, 3,151 houses were constructed in the Shire.<sup>19</sup> These years saw the development of the estates sold before and during WWI, including Griffin's Glenard and Mount Eagle estates (1914-16), the Rockebeare Estate (surveyed 1910), the Awaba Estate (1912), and the Ivanhoe View Estate (1915), together with the Charterisville Estate (1916, 1920, 1927), and later estates such as Hordern's Estate (part, 1925) the second Carn Estate (1921), the Berrima Park Estate (1923) and the Coorie Hill Estate.



*Figure 43 Bungalow style, Kingsley Street, Ivanhoe (1921)*  
Source: Reproduced from *Heidelberg Conservation Study*.





*Figure 44 Spanish Mission style villa at 19 Fairy Street, Ivanhoe.*  
Source: Reproduced from *Heidelberg Conservation Study*.

Building regulations were devised to control this wave of development and ensure minimum standards were complied with. These standards were rigorous in comparison with the more limited development and building controls imposed by Melbourne's inner suburban councils, and the virtual lack of controls in suburbs such as neighbouring Northcote and Preston. Heidelberg Shire's By-law 81 was based loosely on the *1849 Melbourne Building Act*, which itself was designed to ensure fireproof construction standards in the city. By comparison, however, the Heidelberg By-law 81 was far more demanding in terms of its controls. A minimum site area of 6,000 sq feet (557 sq m), and a minimum frontage of 50 feet (15.2 m) were established. A minimum setback of 20 feet (6.1 m) was imposed on all residential properties. A number of brick residential areas were proclaimed, and commercial and public buildings were all required to be of brick construction. Only cantilevered street verandahs were permitted, and advertising signs were strictly controlled. Commercial and industrial uses were separated through a zoning mechanism from residential areas. Inter-war residential development in Heidelberg was characterised by the construction of vast numbers of houses of the shingled American and Indian Bungalow types (Fig. 43). As Butler has commented, in some respects these did not differ greatly from the neo-Tudor and Queen Anne styles of the early twentieth century, featuring the same gabled roof line, brickwork and rough-cast stucco.

The major differences occurred at the entrance, where the verandah was often supported on heavy piers, or in their place, duplex square-section timber posts, and in the gable the half-timbering was replaced with stained shingles, either real or shingle cut weatherboards. The plan was often rectilinear and did not possess the angular bays of the earlier style, but instead

might possess a single bay or multiple and generally semi-circular window bays. The overall appearance was that of massiveness and horizontal detailing.<sup>20</sup>



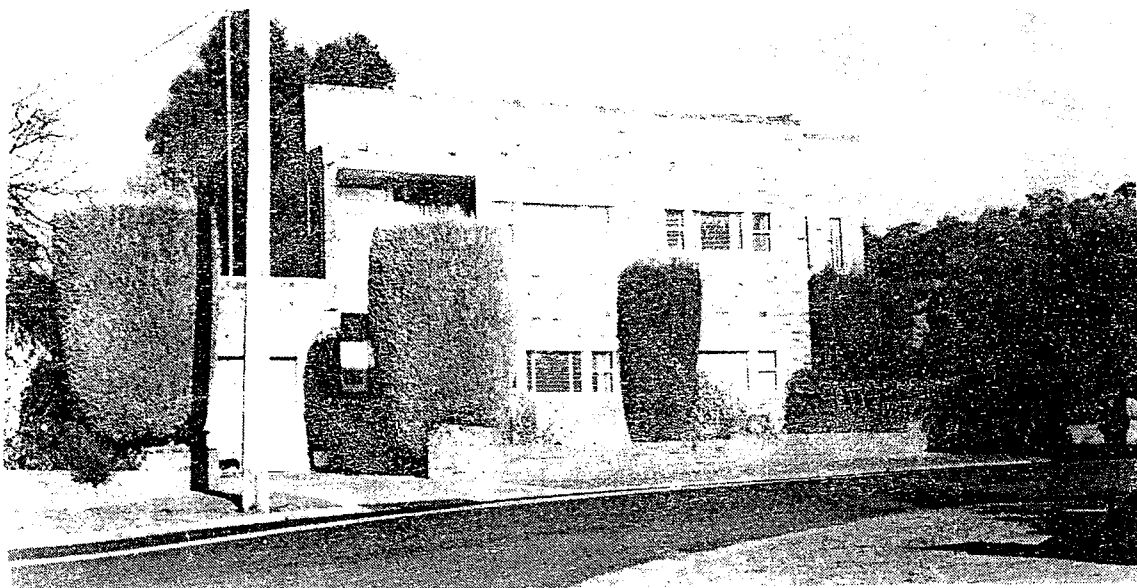
In Heidelberg, several other major inter-war architectural styles were interspersed with the prevailing bungalow styles. Italian and Spanish Revival villas were popular, and sometimes featured formal Italian-derived gardens, with cypresses set in axial avenues, terraced lawns and reflecting pools. The buildings themselves were stuccoed (smooth or patterned) and generally featured hipped and tiled (Cordova or cement Marseilles patterns) roofs, arched openings, and spiralled or plain shaft columns with capitals.<sup>21</sup> Examples of these styles survive at 19 Fairy Street (Fig. 44), 73 Ivanhoe Parade, 16 Rose Street and 75 Studley Road.<sup>22</sup>

Toward the end of the inter-war period, two brand new housing estates were laid out in Ivanhoe. Both were developed by the AV Jennings' Construction Co., pioneer in the construction of private housing estates in Melbourne. Jennings had already successfully developed the Hillcrest Estate in Glenhuntly in 1933-4 and the Beauville Estate at Murrumbeena in 1934-5.<sup>23</sup> He turned his attention to the north-east in 1936, when approached by a syndicate which owned about 14 acres in Melcombe Road, Ivanhoe, close to the Ivanhoe Railway Station and the site of the proposed new Heidelberg Civic Centre. The new estate was known as the Beaumont Estate, and comprised some 94 houses. The subdivision and road layout was unusual for the time in that it included a series of five culs-de-sac off Melcombe Road. Such culs-de-sac or courts were to be featured in many post-WWII housing estates in Australia, but in the 1930s they were a novelty.<sup>24</sup> Butler has suggested that the subdivision layout at Beaumont was the first to feature multiple courts running off a secondary feeder road.<sup>25</sup> It is also considered to have been the most architecturally ambitious of Jennings' estates. The houses were designed by Jennings' architect, Edgar Gurney, who appears to have relished the opportunity offered by a larger and more expensive estate. The houses in the culs-de-sac off Melcombe Road, in particular, were larger and more adventurous in their design than anything seen at Jennings' earlier estates. A number of the courts featured an eclectic mixture of modern and neo-traditional styles. Some of the houses were designed with the distinctive European modern styling popular with architects such as Roy Grounds and Geoffrey Mewton in this period. (Fig. 45) These, as Butler suggests, were in the form of 'connected rectangular shapes with flat roofs and metal-framed corner windows.'<sup>26</sup> Others were the latest variations on the neo-Tudor styles, differing from the earlier (c. 1900-15) versions found in Heidelberg in their use of clinker brick instead of the earlier pressed red brick and stucco.<sup>27</sup> Houses on the balance of the Beaumont estate were less distinctive and were executed in the bungalow styles typical of the inter-war period.

The Beaumont estate was extraordinarily successful for AV Jennings, and by 1939, Jennings was one of the largest group home development and construction company in Melbourne. Another Jennings estate, Beauview, was constructed at East Ivanhoe in 1938-9 (Fig. 46). This estate was intended to be the most prestigious to date and the advertising waxed lyrical on the benefits offered the prospective purchaser:

The Estate embodies every virtue that makes for happy, healthy family life ... the foundation toward this lies in the surroundings ... There is, first, the high elevation ... the view extends past Kew and Balwyn and from every angle there is a delightful scene as far as the eye can see ... it is almost that you can stand on 'Beauview' with its realistic country views and yet be only 6 1/2 miles from the great City of Melbourne ... there is a background of trees and natural, untamed beauty that excites the aesthetic sense and is an ever-present tonic for tired and jaded nerves ....<sup>28</sup>

Another distinctly beneficial point is the curved streets construction providing natural wind resistance ... quiet secluded courts ... The Estate lends itself admirably to these features and the subdivisional surveyors have made great use of it ... every home will be specially adapted to its particular site ... there will be a complete freedom from sameness, and the winding, curved streets in addition to their utilitarian use, will add a graceful charm.<sup>29</sup>



*Figure 45 European modern at Melcombe Road, Ivanhoe.*  
Source: Reproduced from Heidelberg Conservation Study.

By the end of the inter-war period, a number of new churches and other religious institutions had been constructed in the Heidelberg-Ivanhoe-Rosanna area. Amongst these was the Sisters of Mercy Convent (230 Rosanna Road, Rosanna), an imposing two and three-storey brick and cement rough cast complex which was constructed in 1929-30. Previously based at Ascot Vale, the order had begun to find the area too urbanised and decided to move to a 'country location' on the St James Park Estate in Rosanna.<sup>30</sup>

#### **Greensborough, Lower Plenty, Montmorency and Briar Hill**

The Lower Plenty and Montmorency area remained almost entirely rural in nature until well into the twentieth century, though much of the land was subdivided into smaller farmlets from the turn of the century. By 1920, however, the movement toward the residential development which by the post-WWII period would eventually characterise these suburbs had begun.

In Lower Plenty, Benjamin Baxter's original 640 acre purchase was divided into two parts by its next owner, Patrick Turnbull, in 1857. In 1869, the road to Eltham was constructed through the northern section. Both sections remained as farmland until the late 1910s. In 1917, the southern section was subdivided and most of the balance was subsequently sold to the Heidelberg Golf Club, with a nineteenth century house on the property, Preston Hall, becoming the clubhouse. In 1919, the northern section of Baxter's original allotment was also subdivided and sold.<sup>31</sup>

From this time, according to Alan Marshall, from about 1920, houses and occasional poultry farms began to appear in the area. Farmlets of about five acres (2.02 ha) were sold for between £20 and £42 and choice two acre (0.8 ha) blocks brought between £45 and £55.

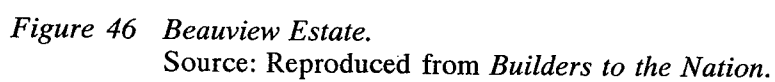




Figure 47      *Amberley*

One of the more notable residences to be constructed in Lower Plenty in the inter-war period was Amberley, constructed in 1930 by Oswald Wallwyn Darch to a design by architect, F Keith Cheetham (Fig. 49). The land was part of the old Rosehill property, and its natural attractions were described by the *Australian Home Beautiful* in August 1930: 'situated on the river cliffs and commanding a magnificent panorama of river, wooded slopes and distant mountains'.<sup>32</sup>

Montmorency did not develop as a separate settlement until after the opening of the railway line through to Eltham in 1902. Donaldson's original allotment was largely intact, though it had changed hands several times. In 1876, a strip of land had been excised from the Montmorency Estate, as it was known from the 1860s, for the Eltham-Greensborough Road (now Karingal Drive) and another towards the end of the 1890s for the Eltham railway. Soon after the railway was completed, most of the estate was divided into farmlets of about 10 acres (4.05 ha), and a series of one-acre (0.4 ha) housing allotments. Roads connecting Greensborough and Eltham were formed by this subdivision and two narrow bridges were constructed over the railway line. Development was slow in the first few years, though a number of houses began to appear in the bushland. Small orchards and poultry farms continued to flourish, however, as Marshall points out, in the early twentieth century new residents in Montmorency still had to obtain supplies and mail from either Greensborough or Eltham. In 1917, a number of roads, including Rattray Road, Mountain View Road and Sherbourne Road, were properly formed and gravelled by the Eltham Council, with the cost borne by local property owners.<sup>33</sup> An Anglican church (St Faith's) and a small private school were established in the same year. The new residents of Montmorency lobbied for almost ten years for a railway station, which was finally constructed in 1923.<sup>34</sup> Partly as a result of the construction of the station, a town centre at last developed in Montmorency. Ten acres of land about midway between Eltham and Greensborough stations was purchased by F W Were in 1923, and subdivided into house and shop sites, creating Binns Street, Were Street and Wellington Street. The primary school was established in 1922, and the

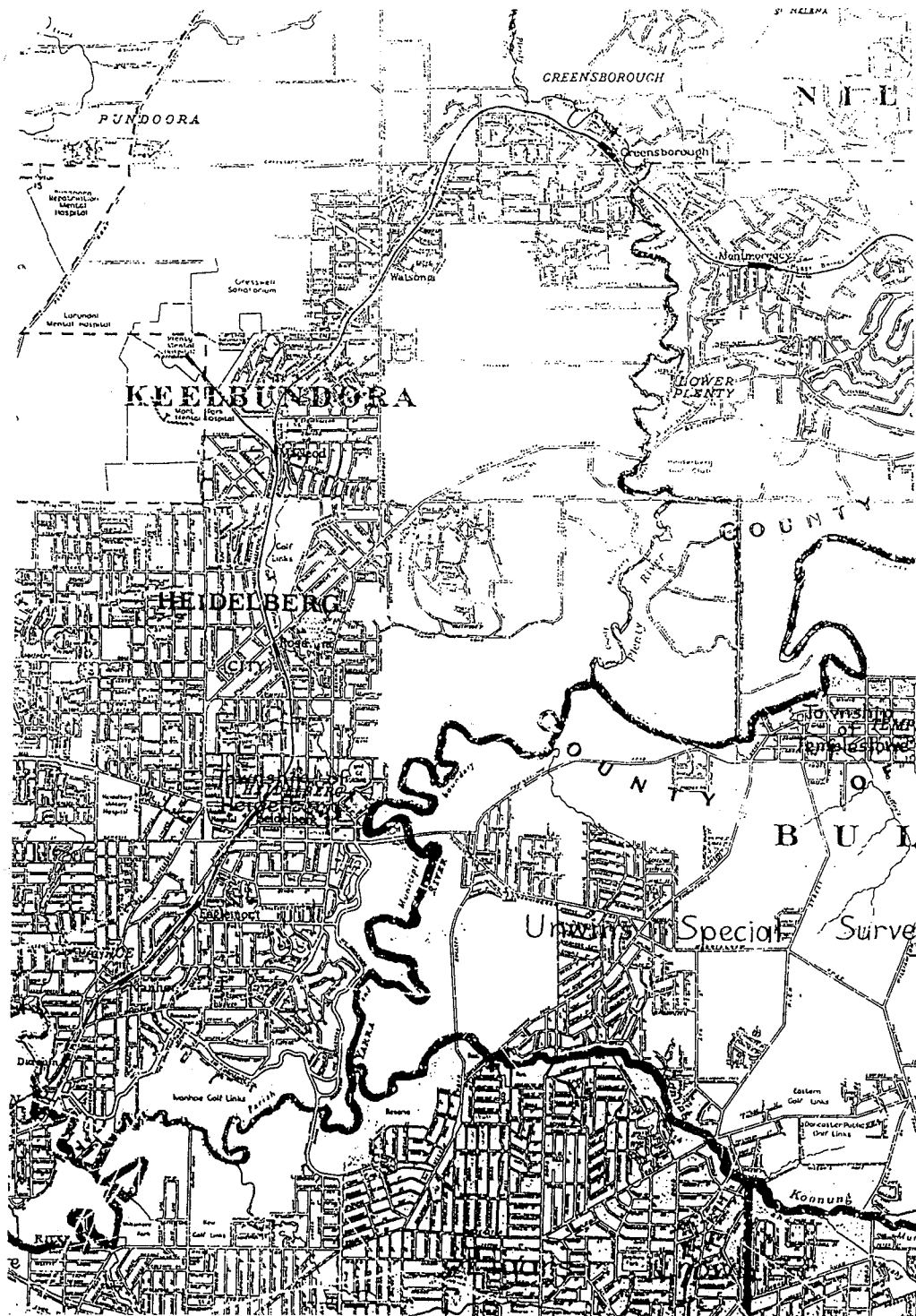


Figure 48 Map showing the pattern of development across Banyule to the 1940s.  
Source: Central Plan Office.



*Figure 49 Procession in Main Street, Greensborough, early twentieth century. Reproduced from The Diamond Valley Story.*

first store and Post Office opened the following year.<sup>35</sup> Electric light came to Montmorency in 1926, at which time the district, including Briar Hill, had a population of between 700 and 800.<sup>36</sup> Montmorency, Lower Plenty and Greensborough all experienced a degree of relatively intensive residential subdivision in the inter-war period (Fig. 48). There were few controls over subdivision in this period, with large numbers of blocks being served only by 'paper' roads, which were left to be opened by those landowners who wished to develop their blocks.<sup>37</sup> These primitive roads served the householders and small farmers in the area for many years, before properly made roads and stormwater drains were constructed.

Typically, subdivision in the area in this period was associated with the railway stations constructed on the line to Eltham. Few houses survive from this early twentieth century phase of residential development, with the cottage at 49 Grimshaw Street, Greensborough, one example.

In the 1920s, the Briar Hill subdivision was laid out on the Plenty River near Greensborough station and was bordered by the line to Montmorency.<sup>38</sup> Though its streets were designed to follow the natural contours of the land, the allotments on the estate were very small compared with earlier residential subdivisions in the area.<sup>39</sup> Overall, the Briar Hill estate marked a shift towards a more intensive style of suburban development. Another small lot subdivision was also developed adjacent to the Montmorency station in the 1920s.<sup>40</sup>

#### **Watsonia / Macleod**

Located to the west of Greensborough, in the nineteenth century, Watsonia was known as Grace Park and was owned by Frederick Nell. Frank Watson, who had managed a section

of the property for Nell, later purchased the land himself, selling a section to the Railways for the line through to Eltham in 1902. In 1924, Watson subdivided the land into the Grace Park Station Estate, having first managed to persuade the Victorian Railway Commissioners to erect a station at the junction of Main Road and Greensborough Lane. The cost of the station was borne jointly by Watson and the owners of the adjoining land, Donaldson and Black. All three benefited greatly from the construction of the station. Heidelberg Council was so impressed by Watson's achievement that it agreed to name both the station and the locality 'Watsonia'.<sup>41</sup> The area developed rapidly in the 1920s and 1930s. In 1934, Loyola College (345 Grimshaw Street, Watsonia, Fig. 50), the first Jesuit Ministry Training College in Australia, was opened, making Watsonia the focus of much of the order's activities in Australia.

The area received another significant boost with the establishment of the Army's training facility, Camp Staff Watsonia, at the beginning of World War II. Some 486 acres (196.7 ha) of land was acquired by the Department of Defence at a cost of \$47,000. Camp Staff Watsonia was formed in April 1942, and became known as Camp Q Staff Watsonia in December 1946. During the war the area was used mainly for training units. Activity at the camp was scaled down in the post-war period, however, in 1960 Southern Command Personnel Depot and 403 Signal Regiment were relocated to the site. Since 1986 the site has been known as the Simpson Army Barracks and principally accommodates the training and signals units for Victoria, as well as some ancillary services such as transport, police and medical services, and the Defence School of Music.<sup>42</sup> The barracks complex is bounded broadly by Greensborough Hwy to the west, Yallambie Road to the north and Lower Plenty Road to the south. Part of the eastern section of the complex. Towards Yallambie Road, has been subdivided as residential blocks in the mid-1990s.



*Figure 50      Loyola College*

## **Bundoora**

Isolated in terms of transport, in the nineteenth century, Bundoora had been a small village community serving its rural hinterland. Some limited urban development took place in the first two decades of the twentieth century, however, following the Victorian Government's Small Improved Holdings Act (the Closer Settlement Act) of 1906. This legislation allotted small blocks of land, valued at less than £200, together with house, land, stock and fences to the value of £150. Land just outside the study area (to the west of Plenty Road) was purchased for the scheme, and became known as the Thomastown Small Holdings. Participants in the Closer Settlement Scheme were expected to be in employment and to use their small allotments to supplement their incomes and support their families in times of need.<sup>43</sup> This influx of population boosted the development of the township of Bundoora, to the point, reports local historian, Les Kenna, that two cricket teams could be fielded.<sup>44</sup>

## **6.4 Post-War Residential Development**

Residential development really boomed in Banyule in the post-war period and it was in this period that much of the character of the area was established. With the exception of the more residentially desirable parts of Heidelberg and Ivanhoe, much of which had been taken up in the inter-war period, a great deal of the development took place in areas which were not yet fully serviced (See Chapter 5) and which in the eyes of some offered almost as challenging a pioneer experience as that which faced early European settlers. Having purchased their (usually very affordable) blocks, many arrived in a landscape which was almost empty, or had more of the appearance of an orchard than a housing development. Living on unsewered blocks accessed in some cases by dirt tracks, and usually a long way from the nearest shops, many new residents were truly doing it tough. But as historian Graeme Davison has noted, beneath the dreams of the post-war suburbanites for domestic privacy, even isolation, lay the 'memory of overcrowding', and 'behind their craving for security lay the shadow of eviction.'<sup>45</sup> At a time when there were pronounced shortages of building materials in Victoria, many took matters into their own hands and built houses with what they could find. Most also attempted to pay off their homes as quickly as possible, despite causing themselves considerable hardship.

Within this broader pattern of post-war development, there were a number of specific types of development which occurred in different areas of the municipality.

### **Heidelberg**

The least 'frontier-like' area of the post-war Banyule area was Heidelberg, which was already fully serviced by transport and other amenities and which had proved itself as a desirable residential area in the inter-war period. In the post-war period, most areas of Heidelberg retained their status as high quality residential areas, and a new wave of architecturally distinctive residential buildings was produced. In the 1950s, Heidelberg was popular with some of Melbourne's more innovative architects, including Frederick Romberg, John La Gerche and John MacDonald, who all built residences there, while others, such as Peter McIntyre and Robin Boyd, designed houses in the Keam Street area, east of the Mount Eagle cutting. Graeme Butler has described the influences on the work of these architects in the early 1950s:

Their architecture was affected by the utilitarian buildings and technological innovation they had seen and experienced during the war. These new attitudes were reflected in the rising post-war industrial complexes which generated their own type of architecture and the influence of the revived American skyscraper which generally followed the Functionalist

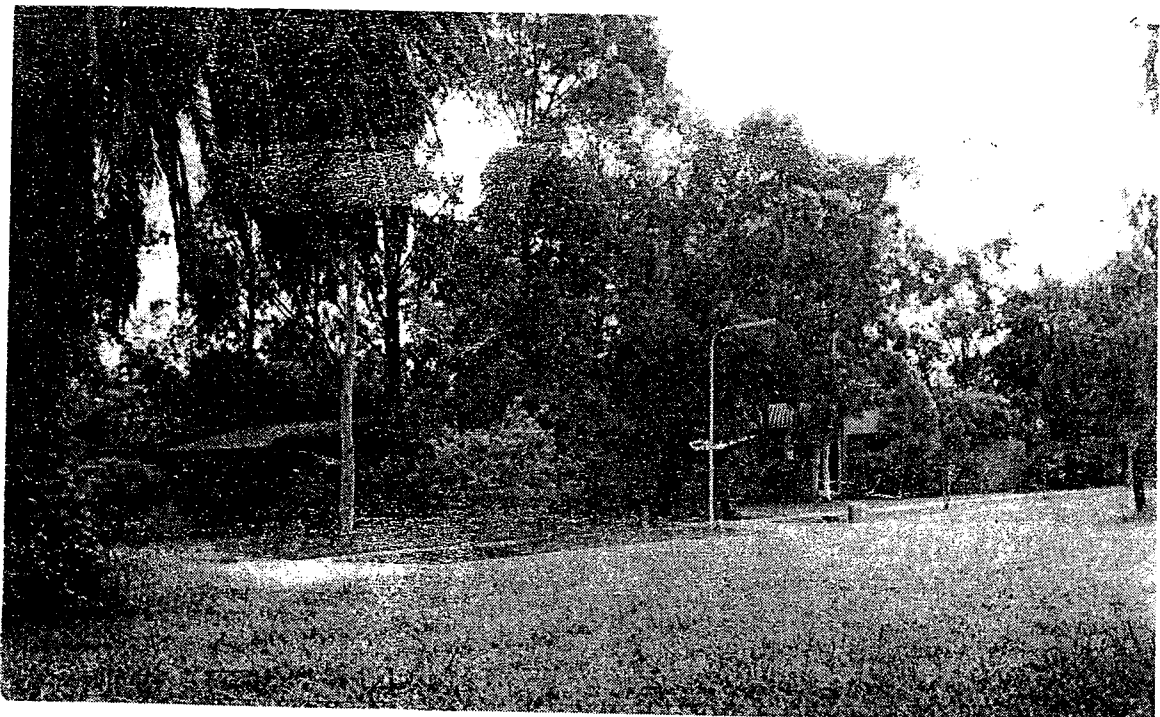


axioms of the Bauhaus. As a consequence their buildings were undecorated, discrete geometric shapes made up from distinguishable two-dimensional planes, with clear or opaque wall surfaces bridging the gap between the roof and floor planes. Sculptural or plastic integration of geometric forms, as seen in the later neo-Tudor houses, was not repeated.<sup>46</sup>

The houses which resulted were vastly different in form and materials from those built in Heidelberg in the inter-war period:

Steel roof deck set in a skillion shape, face or bagged brickwork, or concrete blockwork, full-height 'window walls' and optional vertical timber lining or asbestos cement wall panels were typical elements. Examples include 93 and 93A Banksia Street, 40, 41 and 42 Kearn Street, and 22 and 70 The Boulevard.<sup>47</sup>

In the late 1960s and early 1970s, another major and highly distinctive residential estate was developed in Heidelberg. This was the Elliston Estate (Fig. 51), developed on land which had been previously leased by the Rosanna Golf Club. When the Club's lease expired in 1961, the owners applied for a subdivision permit for a residential development on the site. After years of negotiation about the amount of open space which should be provided as part of the deal, the Heidelberg Council decided to purchase and develop the land itself, some 40.8 hectares, therefore achieving a substantial area of open space, while still receiving a return on its investment. About half of the land was subdivided by Council, under instructions from architects Earle Shaw and Partners, following which it was sold to Merchant Builders Pty Ltd, headed up by David Yencken, for the sum of \$1,691,824. Merchant Builders then assembled a consultant team of ward-winning residential architects, comprising Charles Duncan, Daryl Jackson & Evan Walker, and David McGlashan & Neil Everist, to produce 50 basic house designs. 250 houses were planned, with fingers of parkland to be located behind them.<sup>48</sup> Landscape designer and local Ivanhoe resident, Ellis Stones, worked with the architects and the individual home owners on the design of the overall landscaping and the details of the

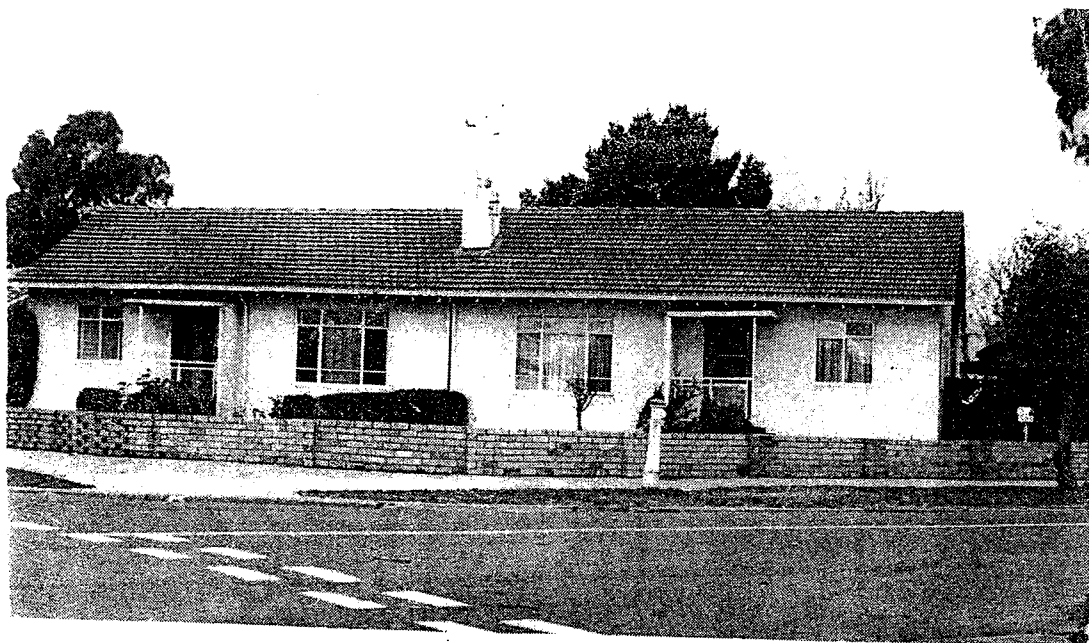


*Figure 51 Houses blend with surrounding landscape, Elliston Estate.*  
Source: Reproduced from Heidelberg Conservation Study.

front gardens. Stones approach was to create a natural and informal environment, using existing trees (from the golf course) wherever possible, and planting only Australian natives. There was considerable community involvement in the project, whilst the Heidelberg City Council contributed to the overall design by providing underground power reticulation and selected street lighting. Due to slower than expected sales, only about seventy houses were completed before Merchant Builders were forced to renegotiate their arrangement with the Heidelberg Council and finally, withdraw from the project. Despite the fact that the full extent of the project was never realised, Elliston remains an important exercise in integrated architecture and landscape planning. As Graeme Butler has suggested, at its broadest level, the Elliston Estate showed an approach not dissimilar to that adopted by Frank Lloyd Wright in his Bungalow Court developments in America (1915-20) and by Walter Burley Griffin who believed that front gardens should be communal parks, in order to soften the impact of the buildings when viewed from the road.<sup>49</sup>

### *The Olympic Village*

After World War II, a major residential estate was developed in Heidelberg by the Housing Commission. This one differed from the Commission's other housing estates, in that it was developed specifically to provide accommodation for the Melbourne 1956 Olympics. The estate was developed along the lines of the Garden City estate at Fishermen's Bend (Port Melbourne), developed in the 1930s, and based on British Garden City planning principles. Graeme Butler has noted that in its designs for the Olympic Village, the Housing Commission developed few innovations, with the exception of pre-cast concrete building materials and a superficially contemporary architectural styling (Fig. 52).<sup>50</sup>



*Figure 52 Typical duplex in the Olympic Village.*

Source: Reproduced from Heidelberg Conservation Study.

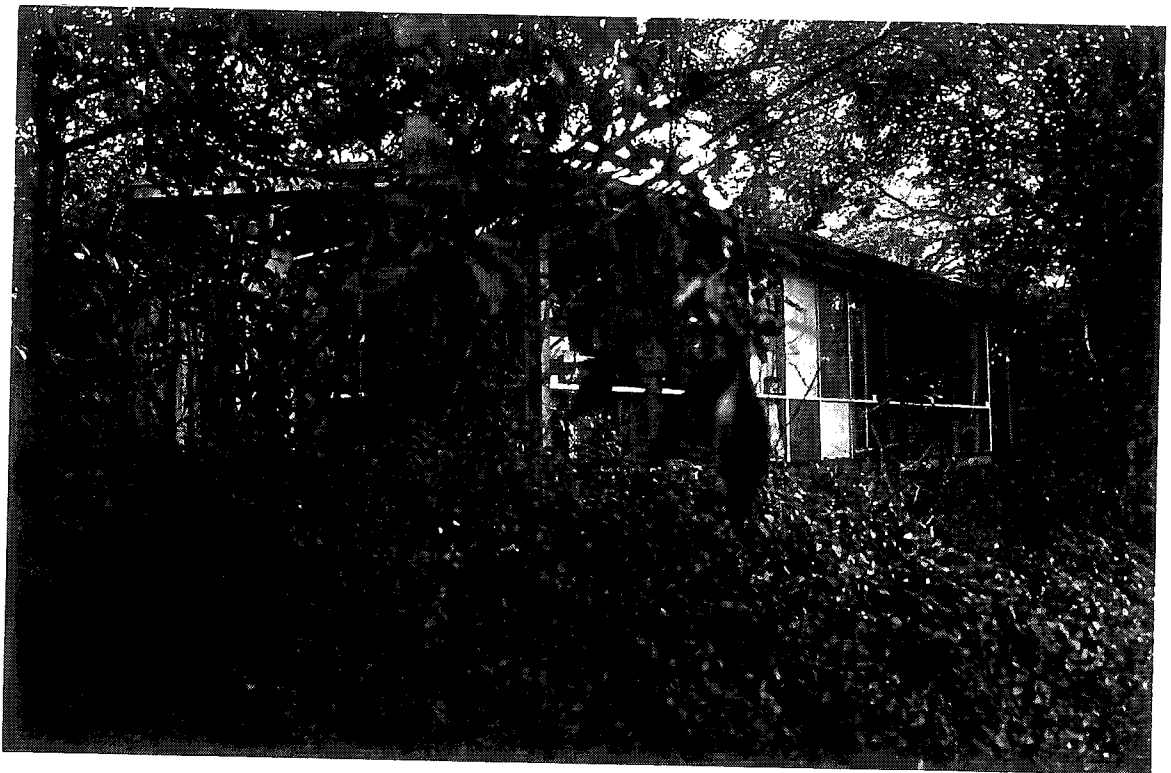
### **Montmorency and Lower Plenty**

During the post-war period, a number of the remaining rural or semi-rural areas of the study area were swamped by suburban expansion. Intensive residential development continued in Montmorency and Lower Plenty, though some areas remain sparsely settled. Land was relatively affordable and the building stock which resulted was predominantly rather simple and undistinguished weatherboard and brick residences. Exceptions to this were the adobe houses designed by owner-occupiers Sydney Smith and Bill Woodburn and their wives and constructed at 9 and 11 Hughes Street Montmorency in 1949 (Fig. 53). Adobe houses were also constructed around the same time in Napier Crescent.<sup>51</sup>

Allotments adjacent to each other near the dam at the end of Napier Crescent were purchased by Tim Burstall (film director) and his wife Betty (founder of the La Mama theatre), Arthur Boyd, John Perceval, Ray Marginson (later MMBW chairman) and his wife Betty, Dr Fred Jacka (physicist of the Antarctic Division) and his wife Verna and Brian O'Shaughnessy (philosopher).<sup>52</sup> Many of the original and later purchasers of the land in the Panorama Heights Estate built mud brick houses on their own land, working on the constructions themselves. Most of the houses had iron roofs. A number of these mud brick homes have survived.<sup>53</sup>

### *Greensborough and Bundoora*

In Greensborough, AV Jennings commenced construction of the Greenwood Estate, situated on the south side of Grimshaw Street and on the east side of Plenty Road, in 1960. The company was still at the forefront of the boom in private housing estate building, and in the case of the Greenwood Estate, provided roads, footpaths, drains and an independent sewerage system for prospective purchasers.<sup>54</sup> Though this estate was relatively self-contained, not all development in this period was as well planned.



*Figure 53      11 Hughes Street, Montmorency*

From the mid-1950s, the Shire of Diamond Valley experienced a dramatic population increase, from 6,611 in 1956 to 13,500 in 1960 and 19,000 in 1964.<sup>55</sup> This period witnessed the relentless advance of suburbia through the district. Most of the Shire, in many areas still essentially rural in nature, had been earmarked for residential development and had been designated either Reserved Living or Residential C under the Melbourne and Metropolitan Board of Works Interim Development Order of 1961. Greensborough's commercial centre had expanded from 40 shops in 1950 to 88 in 1965, and a small industrial estate had been established along Grimshaw Street between Greensborough and Bundoora.

Many local residents were opposed to this kind of blanket suburban expansion, perceiving a threat to the unique qualities of the area. A position paper prepared by the Diamond Valley Shire Planning Association in 1965 pointed to the potential for wholesale change to adversely affect the quality of the local lifestyle:

... in the long run the most important consequence of an extension of the standard pattern development into new areas will be the loss of the nearby rural areas to which the townships of Greensborough and Diamond Creek and many residential areas owe so much of their character. It is in the vistas of, and the things appertaining to the country, the quietness, and the relief from the monotony of suburbia in which many of the Shire's residents spend their working week, that compensation has been found for the distances of travel and the comparative lack of civic development .... once substantial areas of the rural zone are released for residential development and development is started according to the established pattern, areas of outstanding beauty may well be lost or become too costly to acquire, and the country will become fragmented making the comprehensive planning necessary to attempt the ideal more difficult.<sup>56</sup>

The paper was critical of the broad brush approach of the MMBW policies, and advocated the development of a comprehensive development plan for the area, this plan to include permanent rural area and open space, areas set aside for amenities such as schools, kindergartens, and other educational and community facilities, and the reservation and conservation of 'areas of outstanding natural attraction'.<sup>57</sup>

Despite these concerns, the leap in population in fact brought with it many new community facilities, including new churches. The first Methodist church services in Greensborough, for example, were held in a barn on the Partington family's land. A church was built in Hailes Street in 1858, the second in Main Street in 1872. In 1966, however, a new cream brick Church and Christian Education Centre, of stripped modern design, was constructed in Grimshaw Street.<sup>58</sup>

In 1973, the following picture was drawn of the demographic and physical nature of the Shire of Diamond Valley:

... the Shire of Diamond Valley now has 36,000 people within its boundaries. It is a comparatively new unit of local government, but is one of the fastest growing shires in Australia. From the sprawling outer suburban areas at Bundoora, near La Trobe University, to the peaceful rural charm of Diamond Creek, the shire takes in a novel patchwork of rural and urban interests. Sheep and cattle graze within the northern boundaries, and the whole shire is dotted with many small semi-rural undertakings of a most diverse nature. Recently an attempt was made to revive gold-mining, and some people are toying with the idea of grape-growing ...<sup>59</sup>

Though some of the areas described here are now within the boundaries of the Shires of Nillumbik or Whittlesea, these comments do suggest the varied nature of land use in the broader region in the 1970s, and the rural-urban mix which prevailed in large areas of the study area until quite recently.

Like Greensborough, in the post-war period Bundoora also increased in popularity, particularly amongst migrants. Land was cheap, residential blocks costing as little as £25.<sup>60</sup> Residents of Bundoora were also concerned about the nature of development in the area in the 1950s and 1960s and the lack of control over its future character. Bundoora was a special case, being administered jointly by three separate local government areas, Whittlesea Shire, the Heidelberg City Council (before the formation of the Diamond Valley Shire in 1964) and the Preston City Council. The Bundoora Progress Association was formed in 1960, with the specific objective of forging a role for local residents in terms of development planning for the area. The 1950s had seen residential development, mostly on the western side of Plenty Road, which was under-served in terms of roads, drainage, and community facilities.<sup>61</sup> The Association successfully fought a proposal for a industrial zoning of land south of Grimshaw Street, for example, and consistently advocated the provision of adequate local amenities alongside residential development.

The Bundoora area was given a boost in 1968, with the establishment of the Christian Brothers' Parade College in Plenty Road. The original Parade College was located in Victoria Parade, East Melbourne. The new complex was opened by Archbishop Daniel Mannix, in his second-last public appearance.<sup>62</sup>

From the 1970s efforts were made in earnest by the Victorian Government to contain and control Melbourne's urban sprawl, confining development to a series of preferred development corridors. Recognition of the extent of the existing suburban sprawl led to the adoption of a policy of limited decentralisation, and in 1980 the planning authority for the metropolitan area, the Melbourne and Metropolitan Board of Works (MMBW), designated fourteen dispersed suburban activity centres. These centres were to be encouraged to develop as focal points concentrating employment, entertainment, shopping, housing densities and transport links. One of the designated centres was Greensborough.<sup>63</sup>



*Figure 54 The Watsonia RSL's Tin Hut.*

Source: Reproduced from *The Tin Shed and Beyond: A History*.

## **Watsonia**

Another area which experienced considerable development in the post-war period was Watsonia. Already the site of the military barracks (Camp Watsonia), by the early 1950s Watsonia was also opening up as a war service homes area, and many returned servicemen and women settled there with their young families. As elsewhere in the area, services were few; the streets were unmade, street lighting was rare, and residents had to collect their mail from the railway station. The area was not sewered, there was no gas, and the nearest public telephone was at the corner on Grimshaw Street.<sup>64</sup>

As in other 'frontier suburbs', in the absence of established community facilities, early residents made do with what was available. Service and social clubs were an important force in such communities; groups such as the Macleod Progress Association, formed in 1924, were instrumental in improving services and facilities such as schools and water supply.<sup>65</sup> In Watsonia, for example, a case study is the local sub-branch of the Returned Sailors' Soldiers' and Airmen's Imperial League of Australia. Formed by a group of eight in November 1952, the Watsonia RSL met for a time in the red brick Church of the Holy Spirit on the corner of Yallambie and Greensborough Roads. By 1955 the club had raised enough money to purchase a block of land in Morwell Avenue, part of a substantial new subdivision being offered by sale by agents JG Chew & Poulton.<sup>66</sup> A disused corrugated army hut from the Watsonia Barracks was purchased from the Army for the sum of £105, and was transferred to the Morwell Avenue site, and the exterior was painted green with a white trim.<sup>67</sup> A power lead was run (no doubt dangerously and possibly illegally) from the closest house. The Tin Hut (Fig. 54) was the venue for RSL meetings and fund-raisers, but before long, was also being used for a range of other community activities. The Women's Committee met there once a month, a kindergarten was established in the hut in the 1950s, Sunday School and Church services were also held there, and it was used as the first polling booth in Watsonia.<sup>68</sup> The Vampire Club, whose members donated blood to the Blood Bank, was also organised from the Tin Shed.<sup>69</sup>

In 1962 the Tin Shed was destroyed by fire. A new RSL building, christened 'Ashworth Hall', had been constructed in 1962, but the fire meant the loss of the Watsonia kindergarten. The club admitted social members from 1959, and with the construction of new clubrooms in 1968, grew quickly in popularity as a place to drink, dance and socialise. A new building containing a gaming room and the ANZAC Restaurant was constructed in 1993, and the club continues to flourish today.<sup>70</sup>

## 7.0 AN ARTISTIC LANDSCAPE

Some sections of Banyule, particularly Heidelberg, together with parts of the surrounding districts, including Eltham, Hurstbridge and Diamond Creek (now in Nillumbik Shire), have been popular with artists since the late nineteenth century. Painters, etchers, sculptors and others have used the natural landscape and environment as inspiration for their work, and have been attracted also by the relaxed and relatively simple lifestyle on offer in the more isolated parts of the district. The presence of an artistic community has shaped the image people have of the Banyule area.

One of the municipality's most significant associations with an artistic community dates back to the late nineteenth century, when the suburb of Heidelberg was renowned for its association with the Heidelberg Art School, established by Tom Roberts, Frederick McCubbin and Louis Abrahams at an artists' camp at Box Hill in 1885. Later members were Arthur Streeton and Charles Conder. The group worked in a broadly impressionist mode, and the work of its members has been described as 'tantamount to a celebration of the introduction of *plein air* impressionism to Australia'.<sup>1</sup> With its striking resemblance to the English countryside, Heidelberg had long been popular with landscape artists. One of these was Streeton, who was invited to use a vacant house at Eaglemont by its owner, Charles Davies, who was related to a friend of Streeton's, the artist, David Davies (Fig. 55). Streeton accepted and invited Charles Conder and Tom Roberts to join him, and they painted there in 1889-1890. To help defray expenses, Streeton and Conder gave painting lessons at the cottage, mainly to young women students from the National Gallery of Victoria.

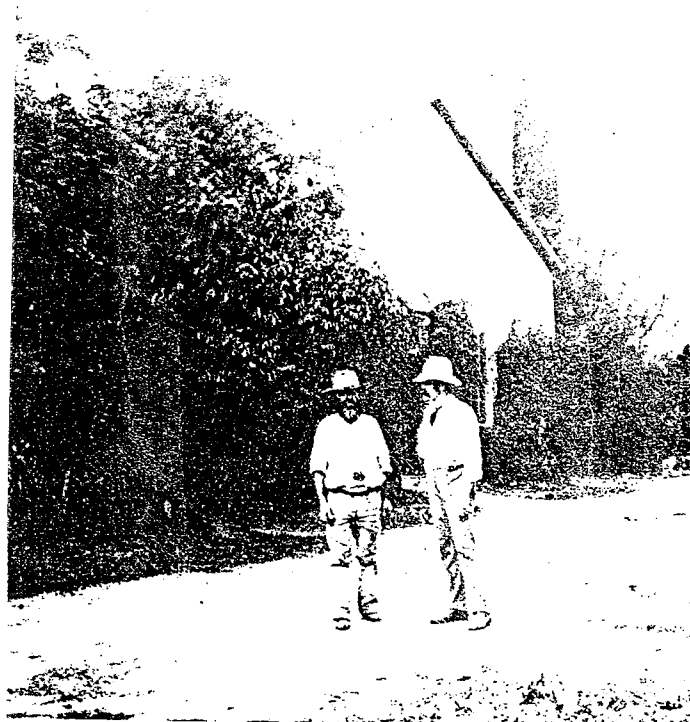


Figure 55 The Davies residence at Eaglemont, showing Walter Withers and Whelan, the caretaker of the property.

Source: Reproduced from *Heidelberg Since 1836*.

In comparison with Box Hill, which comprised mainly deep-forested, bluegum country, the undulating and lightly timbered landscape at Eaglemont and Heidelberg had qualities which were suited to the mood of impressionism, and the group delighted in recording swift, on-the-spot impressions of the changing light and mood of the landscape. Many of these were displayed on the cigar-box lids (22.8 x 12.7 cm) of the 1889 International Exhibition, which has been described as 'the most controversial exhibition in early Australian art history.'<sup>2</sup>

Streeton fondly recalled his days at Eaglemont in 1902:

Lord, how far back it all seems, yet how clear - every detail and trifle is ingrained in my brain for life - the Houstons, the creek, the horehound patch, the black wattle, the messmate, the long open space up the road, the hurrying up the hill on Sunday with the Proff [Frederick McCubbin] well to the fore; Heidelberg, the she-oak and sienna dust over all; the straw-brown hills; pale Dandenongs; the Old England [Hotel], college, tennis, pines and coppery light; hazels, japonica; Impressionist exhibition; gorse up the drive; girls; the picnics in the twilight, and all the loveliness - all a dream!<sup>3</sup>

Around 1890, the group was joined by another artist, Walter Withers, who had just returned from overseas. It has been suggested that it was Withers' influence and continued activity in the area which caused the activities at Box Hill, Mentone, Heidelberg and Eaglemont to be categorically labelled the 'Heidelberg School', even after the dissolution of the original Eaglemont group the same year.<sup>4</sup> Withers and his wife leased half of Charterisville (77 Bourke Road North, Ivanhoe) from 1890-94, at which time they moved to a house in Cape Street (demolished). A number of other artists came to stay at Charterisville during this period.<sup>5</sup> Amongst them were Norman Lindsay and his brother Lionel, who later wrote of the beauty and decaying grandeur of the Charterisville Estate:

A Little way from our door lay a ruined summer house buried in banksia roses, and eleven acres of orchard stretched out on the flats to the river. It was the most poetical of all man's achievements - a great garden gone to waste. The ruins of an old city speak of perished civilisations and man's changing destinies, but in a long neglected garden there is a pathos that touches the heart, for it tells not merely of labour in vain, but in trees unregardful of any fruit-bearing office . . . The beauty of the place in spring haunts me still. The ravishing pink of the peaches breaking the masses of white plum and pear blossom, the tangle of intertwining branches, the sound of bees, the paean of the rising sap in all nature, called for Conder's tender brush.<sup>6</sup>

One of Heidelberg's twentieth century artists residents was William Knox, a leading exponent of the post Heidelberg Impressionist Landscape School of Art, who was associated with both the Victorian Art Society and the Australian Art Association. Knox and his wife, Vera, built a house at 65 Carlsberg Road, Heidelberg in 1926. A house at 25 Riverside Road was designed by Harold Desbrowe Annear and constructed in 1911 for painter Norman MacGeorge. The garden was designed by painter, designer and art critic William Blaire Young. MacGeorge, one of Melbourne's foremost Modernist painters in the inter-war period, remained in the house until his death in 1952. The house was a regular meeting place for young artists. The artist Napier Waller, best known for his architectural murals, mosaic and stained glass, also settled in the area, constructing a concrete house at 9 Crown Road, Ivanhoe, in 1922.

The advent of the railway to Eltham, just east of the study area, in 1902, encouraged the movement of artists to that area in the early twentieth century. The landscape of the Eltham area was quite distinct from that at Heidelberg, but to many, was no less appealing. The earliest of the Eltham artists was probably Walter Withers, in residence in Heidelberg at the turn of the century, but immediately following the establishment of the railway to Eltham,





*Figure 56 Withers in his studio at Eltham.*

Source: Reproduced from *Heidelberg Since 1836*.

Withers relocated his house and studio there (Fig. 56).<sup>7</sup> Withers stayed at the house, which survives at 250 Bolton Street, Eltham (Southernwood), until his death in 1914. Other artists followed his lead in moving further out than Heidelberg, mostly by-passing Montmorency and Lower Plenty for the natural attractions of the landscape near the township of Eltham itself.<sup>8</sup>

Artists continued to flock to the Eltham district in the inter-war period. The unspoiled landscape offered a rural retreat which was still within easy reach of the city, whilst the bush itself proved an inspiration to many painters and other artists. The best-known artistic milieu of the period was based at the Montsalvat Artists' Colony, in Hillcrest Avenue, Eltham (now in the Shire of Nillumbik), established from 1935 by Justus Jorgensen and a number of other artists, intellectuals and artisans.<sup>9</sup> Jorgensen in particular was highly influential in the development of a distinctive local architecture and building form as well as a particular Eltham lifestyle. The building complex at Montsalvat featured exotic designs executed largely in a combination of earth, stone and recycled materials.<sup>10</sup>

Amongst those who were influenced by the 'environmental building style' employed at Montsalvat were Horrie Judd, John Harcourt and Alistair Knox. Though he constructed a number of mud brick and stone houses, Harcourt is best known for a series of pisé buildings constructed in the 'Hill' area overlooking Eltham Central Park.<sup>11</sup> Alistair Knox, well known for his published works on mud-brick or adobe construction, also acknowledged Montsalvat as the inspiration for his environmental building style.<sup>12</sup> Knox designed and built many houses in the area, particularly after the relaxation of local building regulations in the post-WWII period allowed mud-brick construction.<sup>13</sup> Knox considered mud-brick to be the most desirable of all building materials and methods of construction, being easily available and requiring only human labour to execute. His houses also featured other elements which were inspired by a desire to create a harmonious

relationship with the environment, including the use of adzed materials and reclaimed handmade bricks in the structure, and beamed and timbered ceilings and native hardwood furniture internally.<sup>14</sup> In the same spirit, intrusion into the natural landscape around these houses was kept to a minimum.

The ideas of Jorgensen, Harcourt and Knox, and the many other craftsmen, artists, architects, builders and intellectuals who were attracted to Eltham from the 1940s were influential in creating a distinctive Eltham lifestyle and consciousness. As Carlotta Kellaway has noted, the emphasis was on a natural lifestyle which maintained the unspoiled nature of the bush and intruded as little as possible on that landscape.<sup>15</sup> The post-war period saw a significant movement of artists, led by Clifton Pugh, into the Hurstbridge / Cottles Bridge area .

65 Carlsberg Road was commenced in 1924 by William and Vera Knox, after purchasing the allotment from Robert Gallaway for £170 two years earlier. The work of Knox is represented at the National Galleries in Melbourne Adelaide, Perth and Canberra and has been described by Alan McCulloch as attaining a 'jewel-like quality of surface, and on a modest scale, match[ing] the best work of the post Heidelberg School of Painters, of Victoria and New South Wales'.<sup>16</sup> Knox died in 1945, his wife Vera remaining at the Carlsberg Road house until the 1960s.

Those parts of the district which now form part of the City of Banyule, Lower Plenty, Montmorency, and, to the north, Greensborough, were less influenced by the alternative Eltham lifestyle. Land in these areas was sold off relatively cheaply in the 1940s, however, and allotments in Montmorency were bought by a number of artists, architects and intellectuals, some of whom, such as Fred and Verna Jacka, Tim and Betty Burstall, and Harold Lyndon Pack, built mud houses for themselves. A series of these adobe houses survive in Napier Crescent, Montmorency.<sup>17</sup> Similarly, both Greensborough and the greater Diamond Valley district proved attractive to a number of artists in the late nineteenth and twentieth century, offering a rural lifestyle and picturesque bush environment in relatively close proximity to the city. Two etchers, Victor Emmanuel Cobb and John Shirlow, were familiar with the area and completed a number of works there in the 1890s.<sup>18</sup> One of the few women in the Heidelberg School, May Vale, undertook many painting trips to the Diamond Valley area, and eventually lived the last twenty years of her life in the area.<sup>19</sup> Another artist, Blamire Young, rented a property in Greensborough Road in 1905.<sup>20</sup>

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## ENDNOTES

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### Chapter 2

- <sup>1</sup> D Edwards. *The Diamond Valley Story*. p. 13.
- <sup>2</sup> *ibid.* p. 3.
- <sup>3</sup> *ibid.* p. 4.
- <sup>4</sup> *ibid.* p. 4.
- <sup>5</sup> *ibid.* p. 8.
- <sup>6</sup> *ibid.* p. 8.
- <sup>7</sup> *ibid.* p. 9.
- <sup>8</sup> Quoted in D Garden. *Heidelberg*. p. 5.
- <sup>9</sup> R Boldrewood. *Old Melbourne Memories*, Quoted in D Garden. *Heidelberg*. p. 3.
- <sup>10</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. p. 101.
- <sup>11</sup> Macleod Progress Association Inc. Submission 28 to Banyule City Council.
- <sup>12</sup> *ibid.* p. 101.
- <sup>13</sup> *ibid.* p. 101.
- <sup>14</sup> *Port Phillip Gazette*. 31 July 1838, quoted in L Kenna. *In the Beginning There was Only the Land*. p. 31.
- <sup>15</sup> D Edwards. *op. cit.* p. 16.
- <sup>16</sup> *ibid.* p. 17.
- <sup>17</sup> D Bick and C Kellaway. *Shire of Eltham Heritage Study*. p. 216.
- <sup>18</sup> D Edwards. *op. cit.* p. 17.

### Chapter 3

- <sup>1</sup> S Priestley. *The Victorians: Making Their Mark*. p. 41.
- <sup>2</sup> *ibid.* p. 41. After his departure in 1858, Hawdon left the management of his estate to his tenant farmers and a succession of harassed business agents.
- <sup>3</sup> A Sutherland. *Victoria and Its Metropolis*. Quoted in G Butler. *Heidelberg Conservation Study*. Part 1, p. 21.
- <sup>4</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. 21.
- <sup>5</sup> D Garden. *Heidelberg*.
- <sup>6</sup> *ibid.* Part 1, pp. 20-21.
- <sup>7</sup> *ibid.* Part 1, p. 25.
- <sup>8</sup> R D Murray. *A Summer at Port Phillip*.
- <sup>9</sup> L Kenna. *op. cit.* p. 38.
- <sup>10</sup> *ibid.* p. 35.
- <sup>11</sup> *ibid.* p. 35.
- <sup>12</sup> *ibid.* p. 211.
- <sup>13</sup> *ibid.* pp. 74-77.
- <sup>14</sup> *ibid.* p. 79.
- <sup>15</sup> Graeme Butler & Associates. *Nillumbik Shire Heritage Review - Environmental History*, p. 6.
- <sup>16</sup> D Edwards. *op. cit.* p. 28.
- <sup>17</sup> *ibid.* p. 28.
- <sup>18</sup> Quoted in *ibid.* p. 35.
- <sup>19</sup> Evelyn Observer. 30 August 18889. Quoted in D Edwards. *op. cit.* p. 36.
- <sup>20</sup> *ibid.* p. 19.
- <sup>21</sup> A Marshall. *Pioneers & Painters: 100 Years of Eltham and Its Shire*. p. 82.
- <sup>22</sup> D Bick and C Kellaway. *Shire of Eltham Heritage Study*. Vol. 2, p. 218.
- <sup>23</sup> A Marshall. *op. cit.* pp. 17, 55, 58, 84.
- <sup>24</sup> *Parish of Nillumbik Parish Plan*.
- <sup>25</sup> Australian Heritage Commission citation.
- <sup>26</sup> D Bick and C Kellaway. *op. cit.*

- <sup>27</sup> L Kenna. op. cit. pp. 41-42.  
<sup>28</sup> D Edwards. op. cit. p. 15.  
<sup>29</sup> Quoted in D Edwards. op. cit. p. 16.  
<sup>30</sup> *Port Phillip Herald*. 7 July 1840. Quoted by D Edwards. op. cit. p. 92.  
<sup>31</sup> *ibid.* p. 16.  
<sup>32</sup> I Turvey and R Reynolds. *Greensborough and Greenhills*. pp. 52-53.  
<sup>33</sup> D Bick and C Kellaway. op. cit. Vol. 2, p. 224.  
<sup>34</sup> *ibid.* Vol. 2, p. 226.  
<sup>35</sup> L Kenna. op. cit. p. 50.  
<sup>36</sup> *ibid.* p. 48.  
<sup>37</sup> *ibid.* p. 50.  
<sup>38</sup> D Edwards. op. cit. pp. 165-166.

## Chapter 4

- <sup>1</sup> D Garden. *Heidelberg*. p. 64.  
<sup>2</sup> *ibid.* p. 62.  
<sup>3</sup> R Boldrewood, quoted in Heidelberg Historical Society. *A Pictorial History of Heidelberg*. p. 7.  
<sup>4</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. 153.  
<sup>5</sup> *ibid.* p. 153.  
<sup>6</sup> *ibid.* p. 153.  
<sup>7</sup> *ibid.* p. 153.  
<sup>8</sup> D Garden. *Heidelberg*. p. 76.  
<sup>9</sup> *ibid.* p. 75.  
<sup>10</sup> *ibid.* p. 68.  
<sup>11</sup> M Lewis. *Victorian Churches*. p. 74.  
<sup>12</sup> *ibid.* p. 75.  
<sup>13</sup> *ibid.* p. 75.  
<sup>14</sup> D Garden. *Heidelberg*. p. 75.  
<sup>15</sup> *ibid.* p. 74.  
<sup>16</sup> *ibid.* p. 101.  
<sup>17</sup> F Perry. *Australian Sketches*. Quoted in D Garden. *Heidelberg*. p. 70.  
<sup>18</sup> *ibid.* pp. 73-74.  
<sup>19</sup> G Butler. *Heidelberg Conservation Study*. p. 153, original source not given. The reference to the pine trees is found in *Darebin Parklands, Melbourne: An Essay in Community Participation*. p. 3.  
<sup>20</sup> *ibid.* p. 25.  
<sup>21</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. 25.  
<sup>22</sup> D Garden. op. cit. p. 25.  
<sup>23</sup> *ibid.* p. 84.  
<sup>24</sup> D Edwards. op. cit. p. 112.  
<sup>25</sup> *ibid.* p. 112.  
<sup>26</sup> *ibid.* p. 113.  
<sup>27</sup> David Medhurst, quoted in D Edwards. op. cit. p. 113.  
<sup>28</sup> David Medhurst [?]. Quoted in D Edwards. op. cit. p. 113.  
<sup>29</sup> *A Case for Planning the Shire: A Report by the Diamond Valley Shire Planning Association*.  
<sup>30</sup> D Edwards. op. cit. p. 114.  
<sup>31</sup> *ibid.* p. 116.  
<sup>32</sup> Garry French. Submission 5 to Banyule City Council.  
<sup>33</sup> L Kenna. op. cit. p. 39.  
<sup>34</sup> *ibid.* p. 40.  
<sup>35</sup> D Edwards. op. cit. p. 115.  
<sup>36</sup> *ibid.* pp. 72-73.

## Chapter 5

- 1 B Barrett. *The Civic Frontier*. p. 36.
- 2 G Butler. *Heidelberg Conservation Study*. Part 1, p. 23.
- 3 B Barrett. op. cit. p. 36.
- 4 G Butler. *Heidelberg Conservation Study*. Part 1, p. 23.
- 5 B Barrett. op. cit. p. 36.
- 6 ibid. pp. 36-37.
- 7 Quoted in J Grant and G Serle. *The Melbourne Scene, 1803-1956*. p. 59. Originally published in R Perry. *Contributions to an Amateur Magazine*.
- 8 ibid. p. 198.
- 9 ibid. p. 198.
- 10 D Bick and C Kellaway. op. cit. p. 232.
- 11 G Butler. *Heidelberg Conservation Study*. Part 1, p. 23.
- 12 RVIA 'Victorian Street Architecture Medal' RVIAJ 1939, p. 82.
- 13 Argus. 26 July 1856, cited in D Bick and C Kellaway. *Shire of Eltham Heritage Study*. Vol. 2, p. 230.
- 14 A Marshall. op. cit. p. 54.
- 15 D Bick and C Kellaway. op. cit. Vol. 2, p. 230.
- 16 ibid. p. 230.
- 17 L Kenna. op. cit. pp. 38, 62.
- 18 ibid. p. 65.
- 19 D Edwards. *Yan Yean: A History*. p. 25.
- 20 A Lemon. op. cit. p. 46.
- 21 ibid. p. 46.
- 22 Graeme Butler & Associates. *Nillumbik Shire Heritage Review - Environmental History*. p. 27.
- 23 The Road District had been gazetted in 1858, but the Road Board was not formed until 1863.
- 24 D Edwards. *The Diamond Valley Story*. p. 181.
- 25 ibid. p. 182.
- 26 ibid. p. 186.
- 27 G Hawley and B McKinlay. *Diamond Valley Sketchbook*. p. 50.
- 28 *New Patterns in Local Government*. Minister's Foreword.
- 29 G Butler. *Heidelberg Conservation Study*. Part 1, p. 175.
- 30 D Garden. *Heidelberg*. pp. 37, 43-4.
- 31 G Butler & Associates. *Heidelberg Conservation Study*. Part I, p. 176.
- 32 Heidelberg Road Board minutes, 10 May 1865.
- 33 ibid, 22 May 1865.
- 34 D Garden. *Heidelberg*. pp. 84-85.
- 35 A Lemon. *The Northcote Side of the River*. p. 97.
- 36 D Garden. *Heidelberg*. p. 134.
- 37 ibid. p. 134.
- 38 G Butler. *Heidelberg Conservation Study*. Part 1, pp. 50, 177.
- 39 D Edwards. *The Diamond Valley Story*. pp. 134-135.
- 40 D Bick and C Kellaway. op. cit. Vol. 2, p. 250.
- 41 Macleod Progress Association Inc. Submission 28 to Banyule City Council.
- 42 Tony Dingle's description. T Dingle and C Rasmussen. *Vital Connections*. p. 217.
- 43 D Garden. *Heidelberg*. pp. 165-166.
- 44 Melbourne and Metropolitan Board of Works. *A Century of Water Supply*. pp. 6-7.
- 45 T Dingle and C Rasmussen. op. cit. p. 31.
- 46 D Edwards. *Yan Yean: A History*. p. 25.
- 47 D Edwards. *The Diamond Valley Story*. p. 58.
- 48 G Butler and Associates. *Nillumbik Shire Heritage Review - Environmental History*. p. 18.

- <sup>49</sup> According to photographic evidence, the arc welded construction techniques used on this bridge were not available commercially in the late nineteenth century and the column construction at least dates from early this century. Allom Lovell & Associates. *Report on The Heritage Value of the Banksia Street Syphon and Bridge*, Heidelberg. p. 17.
- <sup>50</sup> *ibid.* passim.
- <sup>51</sup> D Garden. *Heidelberg*. pp. 166-167.
- <sup>52</sup> Melbourne and Metropolitan Board of Works. *A Century of Water Supply*.
- <sup>53</sup> D Garden. *Heidelberg*. pp. 166-167.
- <sup>54</sup> Allom Lovell & Associates. *Report on the Heritage Value of the Banksia Street Syphon and Bridge*, Heidelberg. p. 18.
- <sup>55</sup> D Edwards. *The Diamond Valley Story*. p. 159.
- <sup>56</sup> Additional information supplied by Macleod Progress Association Inc. Submission 28 to Banyule City Council.
- <sup>57</sup> T Dingle and C Rasmussen. *op. cit.* p. 215.
- <sup>58</sup> Macleod Progress Association Inc. Submission 28 to Banyule City Council.
- <sup>59</sup> Information from A Kirwan, City of Banyule.
- <sup>60</sup> Heidelberg Historical Society. *A Pictorial History of Heidelberg Since 1836*. p. 53.
- <sup>61</sup> *ibid.* p. 70.
- <sup>62</sup> G Butler. *Heidelberg Conservation Study*. Part 1, pp. 10-103.
- <sup>63</sup> *ibid.* p. 104.
- <sup>64</sup> *ibid.* p. 104.
- <sup>65</sup> Macleod Progress Association Inc. Submission 28 to Banyule City Council.
- <sup>66</sup> *ibid.* p. 106.
- <sup>67</sup> *ibid.* p. 106.
- <sup>68</sup> *ibid.* p. 107.
- <sup>69</sup> *ibid.* p. 107.
- <sup>70</sup> *ibid.* pp. 107-108.
- <sup>71</sup> *ibid.* p. 108.
- <sup>72</sup> For a detailed history, see *Darebin Parklands, Melbourne: An Essay in Community Participation*.
- <sup>73</sup> *Ibid.*
- <sup>74</sup> Many of these are detailed in the *Heidelberg Conservation Study*, Part 2.
- <sup>75</sup> D Edwards. *op. cit.* pp. 133, 160.
- <sup>76</sup> I Turvey and R Reynolds. *op. cit.* p. 44.
- <sup>77</sup> *ibid.* p. 10.
- <sup>78</sup> See, for example, the *Middle Yarra Concept Plan: Burke Road to Watson's Creek*. (State Government of Victoria, 1991), the *Middle Yarra River Concept Plan: Dights Falls to Burke Road* (Department of Conservation and Environment/Department of Planning and Urban Growth, 1990), the *Lower Plenty River Concept Plan: Maroondah Pipe Track to Yarra River* (Melbourne Parks and Waterways, October 1994).
- <sup>79</sup> E W Gault and A Lucas. *A Century of Compassion*. passim.
- <sup>80</sup> G Butler. *Twentieth Century Architecture and Works of Victoria*.
- <sup>81</sup> *Banyule Heritage Audit*, see also Cummins. *op. cit.* p. 104.
- <sup>82</sup> D Corner. *Beds, Boards and Buildings: A History of the Diamond Valley Hospital, 1941-1971*.

## Chapter 6

- <sup>1</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. 26.
- <sup>2</sup> *ibid.* Part 1, p. 27.
- <sup>3</sup> *ibid.* Part 1, p. 27.
- <sup>4</sup> D Garden. *Heidelberg*. pp. 159-161.
- <sup>5</sup> *ibid.* p. 27.
- <sup>6</sup> *Leader*, 1900, quoted by G Butler. *Heidelberg Conservation Study*. Part 1, p. 28.
- <sup>7</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. 162.
- <sup>8</sup> *ibid.* Part 1, p. 159.
- <sup>9</sup> *ibid.* Part 1, p. 159.

- 10 Cited in *ibid* Part 1, p. 128, exact reference not given.
- 11 Cited in *ibid*. Part 1, p. 128, Royal Victorian Institute of Architects Journal. January 1915.
- 12 Cited in G Butler. *Heidelberg Conservation Study*. Part 1, p. 128.
- 13 *ibid*. Part 1, p. p. 129.
- 14 *ibid*. Part 1, p. 132.
- 15 *ibid*. Part 1, p. 29.
- 16 *ibid*. Part 1, p. 30. These houses include 111 and 119 Banksia Street and 65-67, and 69-71 Mount Street.
- 17 *ibid*. Part 1, p. 30.
- 18 *ibid*. Part 1, p. 30.
- 19 Figures are from the Australian Census and quoted in *ibid*. Part 1, p. 28.
- 20 *ibid*. Part 1, p. 31.
- 21 G Butler. *Heidelberg Conservation Study*. Part 1, p. 33.
- 22 *ibid*. p. 33.
- 23 D Garden. *Builders to a Nation*. Chapter 1 *passim*.
- 24 *ibid*. p. 39.
- 25 G Butler. *Heidelberg Conservation Study*. Part 1, p. 146/
- 26 *ibid*. Part 1, p. 33.
- 27 *ibid*.
- 28 D Garden. *Builders to a Nation*. Chapter 1 *passim*.
- 29 *ibid*
- 30 M Allan. *The Labourers' Friends*.
- 31 A Marshall. *op. cit.* p. 84.
- 32 The article also included photographs of the exterior, interior and staircase of the brick residence.
- 33 A Marshall. *op. cit.* p. 85.
- 34 D Edwards. *op. cit.* p. 173.
- 35 A Marshall. *op. cit.* p. 85.
- 36 D Edwards. *op. cit.* p. 173.
- 37 *ibid*. p. 85.
- 38 *ibid*. p. 274.
- 39 *ibid*. p. 274.
- 40 As shown on the Shire of Eltham. *Plan of Portion of South Riding*, reference in D Bick and C Kellaway. *op. cit.* Vol. 2, p. 274.
- 41 D Edwards. *op. cit.* p. 174.
- 42 G Vazenry. *Military Forces of Victoria, 1854-1967*. p. 13-10.
- 43 L Kenna. *op. cit.* p. 162.
- 44 *ibid*. p. 162.
- 45 *ibid*. p. 162.
- 46 G Butler. *Heidelberg Conservation Study*. Part 1, p. 34.
- 47 *ibid*. Part 1, p. 34.
- 48 A Gartner. 'Death of the Project House?' p. 128.
- 49 G Butler. *Heidelberg Conservation Study*. Part 1, p. 167-8.
- 50 *ibid*. p. 34.
- 51 A Knox. *We are What We Stand On*. p. 60; Lodge Plan LP 13612 (Napier Crescent Subdivision).
- 52 D Bick and C Kellaway. *op. cit.* A Knox. *op. cit.* p. 71.
- 53 See data sheets.
- 54 D Garden. *Builders to the Nation*. p. 155, L Kenna. *op. cit.* p. 189.
- 55 Diamond Valley Shire Planning Association. *A Case for Planning the Shire*.
- 56 *ibid*.
- 57 *ibid*.
- 58 I Turvey and R Reynolds. *op. cit.* p. 42.
- 59 G Hawley and B McKinlay. *Diamond Valley Sketchbook*. p. 50.
- 60 L Kenna. *op. cit.*
- 61 L Kenna. *op. cit.* pp. 184-5, 164.

- <sup>62</sup> Banyule Heritage Audit, see also Cummins. op. cit. p. 104.  
<sup>63</sup> S Priestly. op. cit. p. 253.  
<sup>64</sup> Watsonia RSL Sub-Branch. *The Tin Shed and Beyond: A History*. p. xi.  
<sup>65</sup> Macleod Progress Association Inc. Submission 28 to Banyule City Council.  
<sup>66</sup> *ibid.* p. 10.  
<sup>67</sup> *ibid.* pp. 11-13.  
<sup>68</sup> *ibid.* pp. 24-29.  
<sup>69</sup> *ibid.* p. 46.  
<sup>70</sup> *ibid.* p. 143.

## Chapter 7

- <sup>1</sup> A and S McCulloch. *Encyclopaedia of Australian Art*. p. 332.  
<sup>2</sup> *ibid.* pp. 331-332.  
<sup>3</sup> Quoted in D Garden. *Heidelberg*. p. 158, from J Rotherstein. *The Life and Death of Conder*.  
<sup>4</sup> *ibid.* p. 332.  
<sup>5</sup> G Butler. *Heidelberg Conservation Study*. Part 1, p. 57.  
<sup>6</sup> Quoted in D Garden. *Heidelberg*. p. 158, from L Lindsay. *The Leafy Tree*.  
<sup>7</sup> D Bick and C Kellaway. op. cit. Vol. 2, p. 260.  
<sup>8</sup> *ibid.* Vol. 2, p. 262.  
<sup>9</sup> *ibid.* Vol. 2, p. 266.  
<sup>10</sup> *ibid.* Vol. 2, p. 266.  
<sup>11</sup> *ibid.* Vol. 2, p. 266.  
<sup>12</sup> *ibid.* Vol. 2, p. 268.  
<sup>13</sup> *ibid.* Vol. 2, p. 268.  
<sup>14</sup> *ibid.* Vol. 2, p. 268.  
<sup>15</sup> *ibid.* Vol. 2, p. 168.  
<sup>16</sup> A and S McCulloch. op. cit.  
<sup>17</sup> *Banyule Heritage Audit*.  
<sup>18</sup> D Edwards. op. cit. p. 147.  
<sup>19</sup> *ibid.* p. 143.  
<sup>20</sup> *ibid.* p. 144.



