

people place heritage

CONTEXT

IVANHOE ACTIVITY
CENTRE HERITAGE ITEMS
& PRECINCTS

City of Banyule

Final Report

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Prepared for
City of Banyule



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Report Register

This report register documents the development and issue of the report entitled Ivanhoe Activity Centre Heritage Items and Precincts, undertaken by Context Pty Ltd in accordance with our internal quality management system.

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EXECUTIVE SUMMARY

This report builds on the preliminary assessment carried out by Context in early 2012. The preliminary assessment identified nine precincts and five places as having potential significance and recommended that these were further investigated to determine their inclusion on the Heritage Overlay (HO).

Stage Two of this work investigated two of the potential nine heritage precincts and three of the potential five places that were identified as having heritage significance. The study determined that one place and two precincts reached the threshold for inclusion on the Heritage Overlay (HO).

The precincts and places recommended for inclusion on the HO are:

- Inter-war shops, former post office, at 1040-1041 Heidelberg Road (In Area 1 Fairy Hills)
- Kenilworth Parade Precinct (In Area 2 Salisbury)
- Toora Street Precinct (In Area 3 Ivanhoe Bowls)

The places that did not meet the threshold for inclusion on the HO are:

- Inter-war shops at 54-56 Lower Heidelberg Road (In Area 1 Fairy Hills)
- Post-war shops at 41-45 Lower Heidelberg Road (In Area 3 Ivanhoe Bowls)

INTRODUCTION

The City of Banyule recently completed a heritage review that led to 66 new places and precincts being added to the Banyule Planning Scheme in September 2012. The heritage review overlapped with the preparation of an Ivanhoe Structure Plan, which will guide future land use and development in the Ivanhoe Major Activity Area¹. Some of the overlap has been managed by further investigation of potential heritage places and precincts in and around the Ivanhoe Major Activity Area.

This involved the survey of eight areas to identify heritage precincts and places for detailed assessment and possible inclusion in the Heritage Overlay. As part of this survey, Context identified nine potential heritage precincts and five potential heritage places, the bulk of which represented significant concentrations of housing stock associated with the Inter-war residential development of the Ivanhoe and Eaglemont localities, for further research.

This report builds on the initial survey work, by giving a detailed analysis of two of the potential heritage precincts and, three of the potential heritage places. The focus is within the Ivanhoe Major Activity Area boundary so that the findings can help inform the Ivanhoe Structure Plan. The precincts and places that are recommended by this report for additions to the Heritage Overlay will be considered as part of the future planning scheme amendment to implement the Ivanhoe Structure Plan.

METHODOLOGY

Criteria for identifying heritage precincts

An explanation of the methodology behind the identification of potential heritage precincts is provided in the Appendices (see appendices A,B and C).

The methodology for this project draws on relevant guidelines for the preparation of heritage studies as well as other relevant Independent Panel reports and, in particular, the Advisory Committee report in relation to the *Review of Heritage Provisions in Planning Schemes* (The Advisory Committee Report), which was completed in August 2007.

In summary, the criteria for identification call for potential precincts to consist of a high quality, consistency and integrity of contributory items associated with a particular historical theme in the development of the municipality and/or locality. While the percentages of contributory items in a defined area is not a set rule for all cases, a useful threshold of 75% contributory items has been adopted, and areas which fall below this threshold are considered unlikely to pass the test of significance unless some other mitigating and significant factors come into play.

Fieldwork

Stage 1 fieldwork for this investigation established a map of each area of potential significance, identifying streets and/or areas of particularly strong potential heritage significance in the locality. Fourteen areas of interest were identified during this stage.

The second stage of the fieldwork involved a revisiting of each identified area of interest and a detailed pedestrian survey of each, to more closely evaluate the potential of precincts, the integrity of their contributory houses, and to more closely delineate the boundaries of each precinct. During this stage, photographs and notes were taken of representative contributory items, and comparisons were also made with other potential precincts and existing Heritage Overlays.

¹ The Ivanhoe Major Activity Area is focused on the Ivanhoe Shopping Centre and surrounding commercial, civic and residential areas.

Research

Brief historical notes were taken, primarily from the 'Banyule Heritage Places Study - an Urban History' (Allom Lovell & Associates, 1999), to identify relevant themes for each precinct. Research also included investigations of a sample of Board of Works plans available for the precincts to help corroborate the likely age of housing stock.

SUMMARY OF FINDINGS

Two precincts and three individual places were researched to determine if they met the threshold for inclusion on the HO. Of these places, two precincts and one individual place has been identified as reaching the threshold for inclusion on the HO. These places are predominantly residential areas associated with the development of Ivanhoe and Eaglemont in the early 20th century, particularly the Inter-war period.

The precincts and places recommended for inclusion on the HO are:

- Inter-war shops, former post office, at 1040-1041 Heidelberg Road
- Kenilworth Parade Precinct
- Toora Street Precinct

The places that did not meet the threshold for inclusion on the HO are:

- Inter-war shops at 54-56 Lower Heidelberg Road
- Post-war shops at 41-45 Lower Heidelberg Road

CITATIONS

KENILWORTH PARADE PRECINCT



Kenilworth Parade Precinct. All houses within precinct boundary are contributory. Those that are marked 'NC' are non-contributory.



20 Kenilworth Parade. Source: Context 2012



17 Kenilworth Parade Source: Context 2012

Locality history

By the 1850s a village at Ivanhoe had emerged, though it was not until 1853 that the name was in popular usage. The discovery of gold at Anderson's Creek, Warrandyte, in 1851 impacted development in the region as a whole, as eager prospectors passed through on the way to the fields (Allom Lovell 1999:19). The farmland around the fledgling township was considered to be of exceptional fertility and by the 1850s larger holdings had begun to make way for smaller farms, market gardens and orchards. The railway was extended to Heidelberg and adjacent townships in 1888. By the early 1900s Ivanhoe was home to a girls' and a boys' grammar school, as well as state and denominational schools (see Ivanhoe, VicSig.net website).

By contrast to Heidelberg, the small settlement of Ivanhoe developed from a private subdivision rather than from a government survey. The first commercial building in the area was the Ivanhoe Hotel constructed in 1854-5, on part of Greenaway's Ivanhoe Estate in Upper Heidelberg Road. Another pocket of development occurred in the mid-late 1850s further south

near the corner of Waterdale and upper Heidelberg Roads where a small school had been established in 1853. For most of the nineteenth century however, Ivanhoe comprised a small collection of houses, the school, hotel and some shops (Allom Lovell 1999:26).

The Shire of Heidelberg was proclaimed in 1871. Heidelberg and the townships of the district fell by the wayside during the rapid expansion of Victorian rail systems that took place in the 1880s, and it was not until 1888 that the line to Heidelberg was opened, prompting residential and commercial development of the area, and allowing the easy movement of people and goods to and from the city.

Place history

Throughout most of the nineteenth century, Ivanhoe was essentially rural in character, 'with only a school, a hotel, a butcher's shop, a blacksmiths and perhaps a couple of houses' (Allom Lovell 1997:26). Small pockets of development occurred towards the southern end of Upper Heidelberg Road, at the Greenaway's Ivanhoe Estate. Ivanhoe's reputation as an idyllic location associated with the legendary Heidelberg landscape, and the land boom of the 1880s, spurred land speculation, subdivision and residential development. This was particularly so as the arrival of the Heidelberg railway line provided an impetus to speculation and hopes for increasing property values in the area. The Heidelberg railway station opened in 1888 (Allom Lovell 1997:39), and it was in this year that the Rocke family decided to take advantage of the land boom and subdivide their landed estate for suburban development.

The land at Kenilworth Parade was subdivided from the historic Rockbeare estate in 1888. Rockbeare (HO52) in Rocke Street is one of Ivanhoe's earliest houses (pre-1863).

The land was subdivided in 1888 as the Rockbeare Park Estate, comprising Waverley Avenue, and Kenilworth Parade. Mrs Rocke remained at Rockbeare until c.1892, when Charles and then George Rocke both owned and occupied the house. Surveyors, Muntz and Muntz subdivided the balance of the estate in 1910 when Thomas Pitman leased the homestead for a period. (Butler 1985; HERMES 31411).

Agents F.L.Flint of Collins Street, Melbourne, advertised the sale of allotments for the Rockbeare Park Estate in the *Argus* during August 1888, describing the estate as 'the most perfect subdivision of land ever offered by auction, and being one of the most attractive properties the public have ever had the opportunity of investing in,' having 'frontages to the main Heidelberg Road, Kenilworth-parade, Abbotsford-grove, Waverley-avenue and every lot possessing a right of way:

Magnificently situated in this lovely locality, the land itself is of a boldly undulating character, affording the most exquisite views of the celebrated gardens and vineyards surrounding, with glimpses of the charming mountain country beyond, and including the VALLEYS of the YARRA. IVANHOE offers all the attractions of Heidelberg (Argus 13 August 1888)

Among its selling points was also its location in the 'centre of Ivanhoe' where a 'water main is laid along the principal street'.

F. L. FLEIN T
 has received instructions to
SELL by AUCTION,
 The **SECOND PORTION** of this **FAMOUS**
PROPERTY.

Seldom, if ever, have the public had the opportunity of investing in an estate which offers more attractions for the purpose of building than this land. It is therefore destined to

RISE RAPIDLY in VALUE.

Magnificently situated in this lovely locality, the land itself is of a boldly undulating character, affording the most exquisite views of the celebrated gardens and vineyards surrounding, with glimpses of the charming mountain country beyond, and including the

VALLEYS of the YARRA.

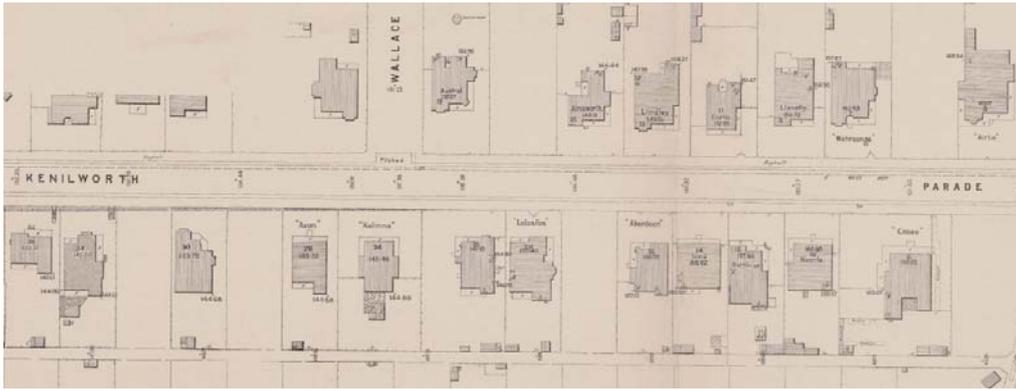
IVANHOE offers all the attractions of Heidelberg, and in addition it has this one great factor in its favour

It is **SEVERAL MILES**
NEARER TOWN.
ROCKBEARE
 is absolutely the **Pick and Centre of Ivanhoe.**

The Gas and Water Mains are laid along the **Principal Street.**

Detail of the advertisement for the sale of allotments from the second Rockbeare subdivision in 1888.
 Source: Argus 13 August 1888.

The hoped for boom in Ivanhoe however was stillborn due to the failure of the first Heidelberg railway (Allom Lovell 1997:40) and in the 1890s the bursting of the property bubble was a feature of a nation-wide Depression felt particularly acutely in Melbourne and its hinterlands where land prices had soared so meteorically in the 1880s. Despite the rash of land sales in the 1880s in the municipality, 'relatively few houses were actually constructed following the land sales of the 1880s' (Allom Lovell 1997:51). Victorian era suburban villas are thus relatively rare in Ivanhoe, and the few examples in Kenilworth Parade are noteworthy for their rarity in the local context. It was, instead, in the first decade of the twentieth century that suburban development intensified in Ivanhoe. In 1901, the Heidelberg line was finally extended from Collingwood into the city proper (Allom Lovell 1997:40). Many of the early residential subdivisions and housing estates of Banyule date to the early decades of the twentieth century, when the 'sleeping beauty' of Heidelberg 'awoke' (Allom Lovell 1997:54). Indeed, by 1915 (see Board of Works map below) Kenilworth Parade was populated with many of the current houses which, by their design and construction, date mostly to this first decade and a half of the twentieth century – the Federation era.



Kenilworth houses in 1915, including many extant houses. Detail of Melbourne Board of Works map. Source: SLV.

Description

Kenilworth Parade extends from Upper Heidelberg road at the southern end of Ivanhoe shopping centre to the Nellie Ibbott Reserve and Darebin Parklands.

The Kenilworth Parade Precinct is an early twentieth century residential area that comprises eighteen allotments; fourteen allotments facing north onto Kenilworth Parade (numbers 10-36), and four facing south onto Kenilworth Parade (numbers 17-23). Of these houses, numbers 24 and 21 are key buildings within the precinct, and numbers 22 and 32 are noted as being non-contributory. All other houses are noted as being contributory.

The detached houses in garden allotments are typical of the Late Victorian and Edwardian/Federation periods, the Late Victorian houses representing the first phase of development. All of the houses are of a consistent scale and form, but with variety in the architectural detail. They are single storey; detached with regular front and side setbacks and a mix of asymmetrical and symmetrical planning with hip and gable roofs. The roofs are clad in corrugated iron or terracotta tiles.

All houses have a verandah or porch with either a separate roof or as an extension of the main roof, sometimes in the form of a large projecting gable with a projecting rectangular or bow window. Where the verandahs have a separate roof, they are usually of the convex bullnosed type. Most verandas have decorative timber or cast iron valance fretwork and brackets. Windows are double hung sash (which are often arranged in pairs or triples) or side hung casements, and often with coloured toplights or decorative lead lighting. Other typical detailing such as roughcast render to the gable ends demonstrates the 'Arts & Crafts' influence. In nearly all cases, chimneys are strapped brick with corbelled tops and terracotta pots, or have rendered tops and bottoms.

Fences are low throughout the precinct and all houses have consistent garden setbacks. Some mature street trees remain along Kenilworth Parade.

The housing in Kenilworth Parade reflects the two periods of development. The early houses, at 14 and 24 are examples of the Late Victorian villa type. The houses are of weatherboard construction and have hipped corrugated iron roof with bracketed eaves. Typical of this period, they both have a bullnose profile verandah supported on turned timber posts, and double hung sash windows grouped in pairs (No. 24) and triple hung sash windows (No. 14). Both houses have chimneys of red brick with rendered cappings and terracotta pots.

The later houses are examples of Edwardian/Federation style and are a mix of red brick and weatherboard construction, all of which have hipped corrugated iron or terracotta roof tiles.

Overall, the houses have a relatively high degree of external integrity. There are however some alterations to individual houses, including new roof cladding and windows. There have been

some visible additions (rear and side extensions) but they are, for the most part, set back behind main roof lines, and have not had a significant visual impact.

Comparative analysis

Of the residential precincts in Banyule they are all in the Ivanhoe Heidelberg and Eaglemont areas and predominantly represent the Federation or Inter-war periods of development such as Marshall Street and Sherwood Road/Thoresby Grove and Ivanhoe Views Estate. Several are associated with innovative design (Glenard and Mount Eagle with Walter Burley Griffin) and Beaumont with A.V.Jennings. Warringal Village (HO6) represents the village of Heidelberg including early public buildings, St John's church and Heidelberg Park with some of Robert Hoddle's original street survey but does not have a consistent character.

Other comparative residential precincts include:

- Beaumont Estate (HO4)– is noted as one of the most successful of the A.V Jennings estates for its cul-de-sac planning and examples of innovative architectural styles of the era together with a large number of architecturally consistent neo-Tudor houses.
- Glenard Estate (HO1)- the second of Walter Burley Griffin's estates in Banyule, Glenard is characterised by predominantly Inter-war houses and some individually significant Griffin designed houses.
- Ivanhoe Views Estate (HO118) – a predominantly Inter-war estate with houses in a variety of styles of the era and associations with the nearby Eaglemont Shopping Centre precinct.
- Marshall Street- like Sherwood Road and Thoresby Grove (HO5) the precinct is significant for its predominantly Federation (Queen Anne) houses, elevated siting and median strip planting.
- Mount Eagle Estate (HO127) – this estate is associated with the sub-division of curved streets following the topography, and designed by Walter Burley Griffin. The houses are diverse in style and the subdivision pattern and landscaping is the significant feature.
- Sherwood Road and Thoresby Grove (HO5)– an architecturally consistent area of Federation (or Queen Anne) houses associated with some prominent Heidelberg families.

The Kenilworth Parade Precinct is of a comparable integrity to Marshall Street, Sherwood Road and Thoresby Grove and when compared with other areas in the Ivanhoe area that comprise houses of a similar era of development such as Castle, Durham and Hawdon Streets where many buildings have been altered or removed, has a far higher integrity. It is also consistent with the Toora Street Precinct which has been assessed as part of this study and recommended for a Heritage Overlay on the basis of its high integrity and range of intact Federation and Inter-war houses.

Statement of Significance

What is significant?

Kenilworth Parade Precinct comprises the residential buildings at numbers 10-38 and 17-23 Kenilworth Parade, Ivanhoe.

How is it significant?

The Kenilworth Parade Precinct is of local historic and aesthetic significance to the City of Banyule.

Why is it significant?

The Kenilworth Parade Precinct of historic significance on a local level as it is a particularly early suburban residential subdivision in Ivanhoe and one of the earlier such subdivisions in the municipality. Furthermore, the Victorian era houses in the precinct are historically significant

on a local level as relatively uncommon local examples of residential development arising from the late land boom, post 1888.

The Edwardian/Federation era houses in Kenilworth Parade Precinct are historically significant on a local level for their association with the surge of residential suburban development in Ivanhoe in the early decades of the twentieth century, a period of particular suburban growth in the locality and the municipality following the completion of the direct railway between Heidelberg and Melbourne. (Criterion A)

Kenilworth Avenue is of aesthetic significance for its representative examples of late Victorian and Federation houses set on allotments surrounded by gardens. Of a consistent scale and palette of materials in brick and timber, the houses exhibit typical architectural detailing of the period including verandas or porches, decorative timber or cast iron valances, sash windows and hipped or gable roof forms. As a group Kenilworth Avenue has a strong character with a large extent of similar timber late Victorian and Federation houses that is not widely represented to this extent in Ivanhoe. (Criterion E)

TOORA STREET PRECINCT



Toora Street Precinct. All houses within the precinct boundary are Contributory. Houses hatched in grey are noted as key buildings within the precinct..



20 Toora Street



21 Linton Street

Locality history

By the 1850s a village at Ivanhoe had emerged, though it was not until 1853 that the name was in popular usage. The discovery of gold at Anderson's Creek, Warrandyte, in 1851 impacted development in the region as a whole, as eager prospectors passed through on the way to the fields. (Allom Lovell 1999: 19) The farmland around the fledgling township was considered to be of exceptional fertility and by the 1850s larger holdings had begun to make way for smaller farms, market gardens and orchards. The railway was extended to Heidelberg and adjacent townships in 1888. By the early 1900s Ivanhoe was home to both a girls' and boys' grammar school, as well as state and denominational schools (<http://web.archive.org/web/20060825232423/www.arts.monash.edu.au/ncas/multimedia/gazetteer/list/ivanhoe.html>).

By contrast to Heidelberg, the small settlement of Ivanhoe developed from a private subdivision rather than from a government survey. The first commercial building in the area was the Ivanhoe Hotel constructed in 1854-5, on part of Greenaway's Ivanhoe Estate in Upper

Heidelberg Road. Another pocket of development occurred in the mid-late 1850s further south near the corner of Waterdale and upper Heidelberg Roads where a small school had been established in 1853. For most of the nineteenth century however, Ivanhoe comprised a small collection of houses, the school, hotel and some shops. (Allom Lovell, 1999:26)

The Shire of Heidelberg was proclaimed in 1871. Heidelberg and the townships of the district fell by the wayside during the rapid expansion of Victorian rail systems that took place in the 1880s, and it was not until 1888 that the line to Heidelberg was opened, prompting residential and commercial development of the area, and allowing the easy movement of people and goods to and from the city.

Place history

The area between Marshall Street, Lower Heidelberg Road, and the railway line was first conceived as an extension to the township of Ivanhoe in 1888, at the height of the Victorian land boom and the location of the railway station nearby was clearly an impetus to residential development and land speculation in the area. The Ivanhoe Station opened on the 8th May 1888. The Mercury and Weekly Courier reported on 19 October 1888:

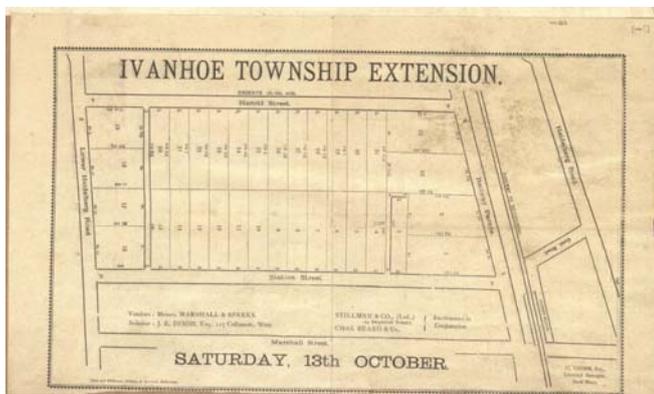
Messrs. Stillman and Co. Limited (in conjunction with Messrs. Charles Beard and Co.) held a sale of thirty-three allotments in the Ivanhoe Township Extension; the lots were sold at prices realizing from £113 15s. to £4 per foot. Total sales, £2,934 4s. 9d.

By 1914 however only limited residential development had actually occurred in the area. This was to be explained by the combined effects of the land crash and Depression of 1890 and the failure of the early Heidelberg railway, which ran only as far as Collingwood until its extension into Flinders Street in 1901. The somewhat irregular street pattern however seems to be the result of an irregular take-up and development of this early subdivision, with a later subdivision of the larger eastern blocks of the township extension creating Toora Street.

‘Toora Street’ first appears in the newspapers in 1914, when architect John Jenkin called for tenders for a ‘tiled timber bungalow’ to be built in Toora Street for Mrs. B.J. Stokes.

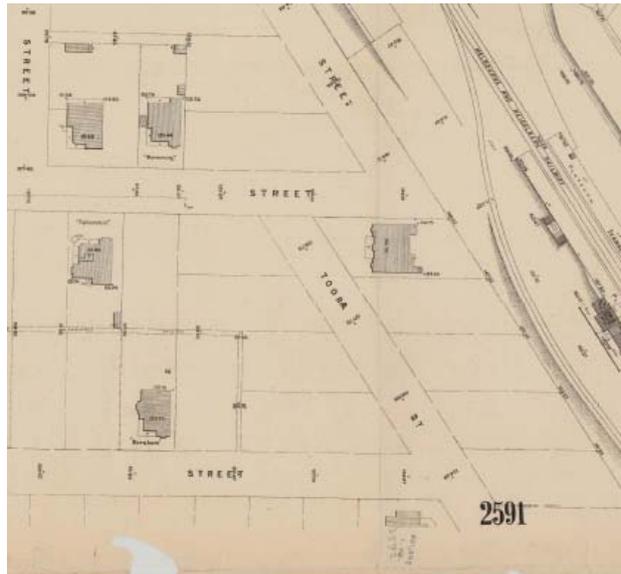


Call for tenders for a house in Toora Street. Source: Argus 17 January 1914.

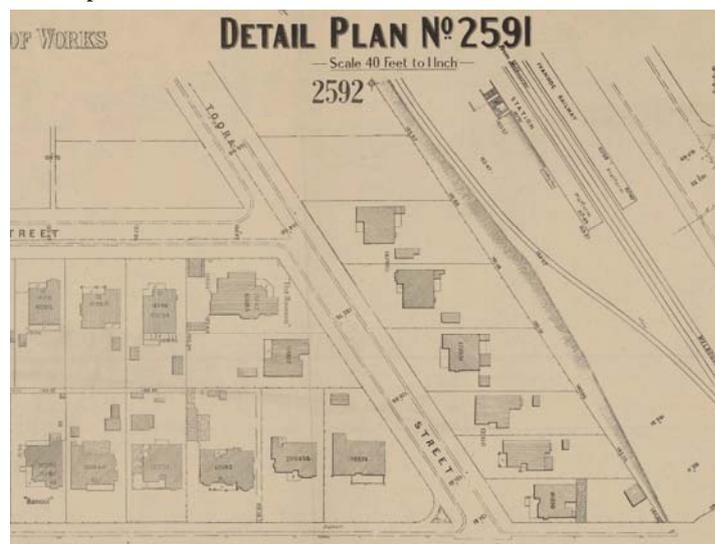


The 1888 plan of proposed allotments for sale in the Ivanhoe Township Extension shows a different

street layout to that which eventuated. Source: SLV.



The Toora Street area between Linton and Young streets in 1915. Detail of Melbourne Board of Works plan. Source: SLV.



The Toora Street area between Linton and Marshall streets in 1949. Detail of Melbourne Board of Works plan. Note 'The Rowans' and the house at 20 Toora Street. Source: SLV.

Description

The Toora Street Precinct is located between the railway line and Lower Heidelberg Road and encompasses the western half of Toora Street, from its intersection with Linton Street, including the northern section of Young and Linton Streets. Toora Street runs parallel to the railway line and Young Street and ends at the rail reserve that forms a natural boundary to the precinct.

The Toora Street Precinct is a residential area that comprises eighteen allotments; six allotment facing north onto Toora Street (numbers 11-23), four facing south onto Toora Street (numbers 14-20), five allotments facing east onto Young Street (numbers 17-25), one allotment facing west onto Young street (number 18) and two allotments facing west onto Linton Street (numbers 19 and 21).

All of the houses are contributory to the significance of the precinct. Key houses in the Toora Street Precinct include the Federation styled villas at No.11 Toora Street and 21 Linton Street,

the brick Inter-war bungalow at 21 Young Street and the Late Edwardian villa at 20 Toora Street.

The precinct comprises an array of houses from the early to late Federation/Edwardian and Inter-war styles. All houses are setback from their street boundaries and have mature garden allotments that are typical of the period. There are particularly fine examples of houses displaying 'Arts and Crafts' characteristics such as 18 Toora Street with its intersecting gable roofs. 20 Toora Street is a fine example of a transitional style with elements of Federation and Inter-war bungalow design, located on the site to take full advantage of its corner location. It has an extended porch roofline and distinctive bay windows and eaves profile.

Most houses are single storey or have attic spaces; they are detached with regular front and are a mix of asymmetrical and symmetrical planning. The houses are either gable-fronted or have transverse gable or hip roofs clad in terracotta tiles. In nearly all cases, chimneys have rendered detailing.

Fences are generally of low height and there are some that are contemporary with the age of the house reflecting the design and construction of the dwelling in some way. Some mature street trees remain along Toora Street. Notable plantings include two large palms at No. 25 Young Street. The brick Inter-war bungalow with attic with perforated brick balustrade at 21 Young Street provides a focal point looking from Toora Street to Young Street.

Overall, the houses have a relatively high degree of external integrity. There are only a small number of visible additions (rear and side extensions) but they are, for the most part, set back behind main roof lines, and have not had a significant visual impact.

The Toora Street Precinct comprises a range of representative and a few exemplary examples of Late Federation and Inter-war houses with gardens and fences that are complementary.

Comparative analysis

Of the residential precincts in Banyule they are all in the Ivanhoe, Heidelberg and Eaglemont areas and predominantly represent the Federation or Inter-war periods of development including Marshall Street and Sherwood Road/Thoresby Grove and Ivanhoe Views Estate. Several are associated with innovative design (Glenard and Mount Eagle with Walter Burley Griffin) and Beaumont with A.V.Jennings. Warringal Village (HO6) represents the village of Heidelberg including early public buildings, St John's church and Heidelberg Park with some of Robert Hoddle's original street survey but does not have a consistent character.

Other comparative residential precincts include:

- Beaumont Estate (HO4) – is noted as one of the most successful of the A.V Jennings estates for its cul-de-sac planning and examples of innovative architectural styles of the era together with a large number of architecturally consistent neo-Tudor houses.
- Glenard Estate (HO1) - the second of Walter Burley Griffin's estates in Banyule, Glenard is characterised by predominantly Inter-war houses and some individually significant Griffin designed houses.
- Ivanhoe Views Estate (HO118) – a predominantly Inter-war estate with houses in a variety of styles of the era and associations with the nearby Eaglemont Shopping Centre Precinct.
- Marshall Street- like Sherwood Road and Thoresby Grove (HO5) the precinct is significant for its predominantly Federation (Queen Anne) houses, elevated siting and median strip planting.
- Mount Eagle Estate (HO127) – this estate is associated with the sub-division of curved streets following the topography, and designed by Walter Burley Griffin. The houses are diverse in style and the subdivision pattern and landscaping is the significant feature.

- Sherwood Road and Thoresby Grove (HO5) – an architecturally consistent area of Federation (or Queen Anne) houses associated with some prominent Heidelberg families.

Toora Street Precinct is of a comparable integrity to Marshall Street, Sherwood Road and Thoresby Grove and when compared with other areas in the Ivanhoe area that comprise houses of a similar era of development such as Castle, Durham and Hawdon Streets where many buildings have been altered or removed, has a far higher integrity.

Statement of Significance

What is significant?

The Toora Street Precinct, comprising numbers 11-23 Toora Street, numbers 17-25 Young Street and numbers 19-21 Linton Street, Ivanhoe, are of significance.

How is it significant?

The Toora Street Precinct is of local historic and aesthetic significance to the City of Banyule.

Why is it significant?

The Toora Street Precinct is historically significant on a local level for its association with the theme of residential development in Ivanhoe in the early twentieth century.

The Federation/Edwardian and Inter-war houses in Toora Street Precinct are historically significant on a local level for their association with the surge of residential suburban development in Ivanhoe in the early decades of the twentieth century, a period of particular suburban growth in the locality and the municipality following the completion of the direct railway between Heidelberg and Melbourne. While the area was subdivided first in 1888, it was after 1901 that the area developed. (Criterion A)

Toora Street Precinct is of aesthetic significance for it is a representative and several exemplary examples of Federation and Inter-war houses set on allotments surrounded by gardens. The houses exhibit typical architectural detailing of the period including verandas or porches, decorative timber fretwork, sash windows and hipped or gable roof forms. The houses are complemented by fences that are either contemporary with or complement the house. When compared with existing residential precincts in Ivanhoe and Eaglemont, Toora Avenue has a high degree of integrity. (Criterion E)

The precinct is defined by the railway to one side and has several landmarks that provide a focus to the precinct including number 21 Young Street which closes the view along Toora Street, number 20 Toora Street and the plantings in front of number 25 Young Street. (Criterion E)

FORMER DAREBIN POST OFFICE, 1041 & 1041A HEIDELBERG ROAD



Former Darebin Post Office, 1041 & 1041, Heidelberg Road. Source: Context 2012.

Locality History

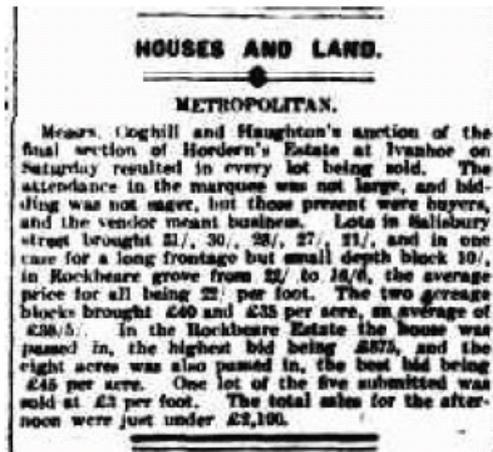
By the 1850s a village at Ivanhoe had emerged, though it was not until 1853 that the name was in popular usage. The discovery of gold at Anderson's Creek, Warrandyte in 1851 impacted development in the region as a whole, as eager prospectors passed through on the way to the fields. (Allom Lovell 1999: 19) The farmland around the fledgling township was considered to be of exceptional fertility and by the 1850s larger holdings had begun to make way for smaller farms, market gardens and orchards. The railway was extended to Heidelberg and adjacent townships in 1888. By the early 1900s Ivanhoe was home to both a girls' and boys' grammar school, as well as state and denominational schools (<http://web.archive.org/web/20060825232423/www.arts.monash.edu.au/ncas/multimedia/gazetteer/list/ivanhoe.html>).

By contrast to Heidelberg, the small settlement of Ivanhoe developed from a private subdivision rather than from a government survey. The first commercial building in the area was the Ivanhoe Hotel constructed in 1854-5, on part of Greenaway's Ivanhoe Estate in Upper Heidelberg Road. Another pocket of development occurred in the mid-late 1850s further south near the corner of Waterdale and upper Heidelberg Roads where a small school had been established in 1853. For most of the nineteenth century however, Ivanhoe comprised a small collection of houses, the school, hotel and some shops. (Allom Lovell, 1999:26)

The Shire of Heidelberg was proclaimed in 1871. Heidelberg and the townships of the district fell by the wayside during the rapid expansion of Victorian rail systems that took place in the 1880s, and it was not until 1888 that the line to Heidelberg was opened, prompting residential and commercial development of the area, and allowing the easy movement of people and goods to and from the city. (Source: HERMES 121517).

The hoped for boom in Ivanhoe however was stillborn due to the failure of the first Heidelberg railway (Allom Lovell 1997:40) and in the 1890s the bursting of the property bubble was a feature of a nation-wide Depression felt particularly acutely in Melbourne and its hinterlands where land prices had soared so meteorically in the 1880s. Despite the rash of land sales in the 1880s in the municipality, 'relatively few houses were actually constructed following the land sales of the 1880s' (Allom Lovell 1997:51). In 1901, the Heidelberg line was finally extended from Collingwood into the city proper (Allom Lovell 1997:40). Many of the early residential subdivisions and housing estates of Banyule date to the early decades of the twentieth century, when the 'sleeping beauty' of Heidelberg 'awoke' (Allom Lovell 1997:54).

The Hordern's Estate subdivision allotments were sold in at least three stages from 1916 to 1925. The Argus reported 'every lot sold' in the Hordern Estate on 23 October 1916.



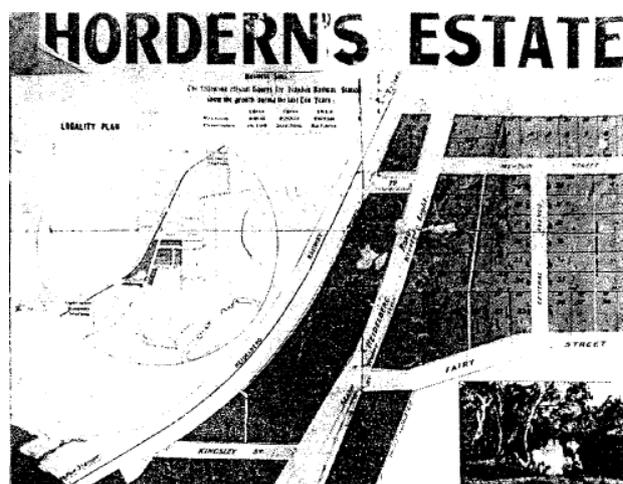
The Argus reported on the execution of the latest 'suburban land sales' on Hordern's Estate in 'beautiful Ivanhoe'. Source: The Argus (Melbourne, Vic. : 1848 - 1956), Monday 19 October 1925

NEXT SATURDAY, OCTOBER 17.
 At Three O'Clock. In a Spacious Seated Marquee. Rain or Shine.
GREAT LAND SALE, Almost Opposite DARLWIN STATION (First Station Before Ivanhoe).
AUCTION OF FINAL SECTION OF HORDERN'S ESTATE.
IVANHOE ——— BEAUTIFUL IVANHOE.
 Undoubtedly the Finest Subdivisional Area in This District.
38 MAGNIFICENT HOME SITES, 38,
 Comprising That Grand Elevation, Just a Stone's-throw from the Station, at the Entrance to Government River Boulevard, Surrounded by First-class Homes and Commanding Glorious Views. Note the Rare Combination of Advantages Enjoyed by this Estate—

1.—Almost at the Station.	9.—Adjacent to River Yards.
2.—2 Minutes from Shops.	10.—Two Streets are Made Roads.
3.—4 Minutes from IVANHOE GRAMMAR SCHOOL.	11.—Water, Gas, and E.L. Available.
4.—Convenient to State School.	12.—Perfect Drainage.
5.—Convenient to Churches.	13.—Sewered Aves.
6.—Convenient to Bowling-grounds.	14.—Close to Swimming Pool.
7.—Convenient to Tennis courts.	15.—Easy Terms.
8.—Convenient to Croquet Lawns.	16.—Low Reserves.

And ALL THIS ONLY 5½ MILES FROM THE G.P.O. You Cannot Fail to Make a Good Profit if You Buy One or More Blocks on the
VERY EASY TERMS of £18 PER LOT DEPOSIT, Balance £1 Monthly, Interest 8 Per Cent., Payable Quarterly.
 Get An Illustrated Plan from the Auctioneers,
J. A. TUDEHOPE,
 243 Collins Street. Cent. 2409.

Advertisement for sale of 38 residential allotments in Hordern's Estate, 'the finest subdivision area in this district', 'almost at the station' and '2 minutes from Shops'. Source: The Argus 10 October 1925.



Hordern's Estate. Source: Graham Butler Conservation Study. Reproduced in Allom Lovell 1997:52.

Commercial allotments in the vicinity were advertised in the Argus on 19 October 1921:

CHOICE BUSINESS SITES, 8 of Which Adjoin the New DAREBIN STATION.

This New Business Centre is the Heart of a Good Residential Area. The Railway, is now Electrified, and the District is Bound to Go Ahead by Leaps and Bounds. In Addition, these Sites are Right on the Route of Proposed Electric Tram ...

This was a change in the original intent of the Hordern Estate, as retailers were naturally drawn to the area between the residential estate and the train station. One result of this was that restrictive covenants on some of the original allotments forbidding commercial activity had to be lifted. The *Hurstbridge Advertiser* reported on 9 February 1929:

BUILDING AREA BECOMES SHOPPING AREA RESTRICTIVE COVENANT MODIFIED

Developments which have occurred in recent years in the Ivanhoe district were exemplified by an application made on behalf of Mr. E. L. Kiernan, M.L.C., to Mr. Justice Lowe, in the Practice Court. In 1919 Mr. Kiernan purchased an allotment of land in the Hordern Estate, Heidelberg road, and entered into a covenant against using the land for quarrying or for building any structure other than a house. Recent events have established that part of Heidelberg road as a business thoroughfare. The Darebin railway station has been erected close behind, an adjoining allotment in the same estate has been used as an approach to that station, and several shops have been built on both sides of the road. Mr. Kiernan applied for the exercise of power conferred upon the Court by statute for the cancellation of the covenant in respect of buildings, so that the land might be sold for shop purposes. No opposition being offered by the vendors or adjoining proprietors, Mr. Justice Lowe made an order cancelling the covenant in that respect.

This was further evidence of the development of a small but thriving commercial centre along Heidelberg Road at Darebin Station in the Inter-war period.

Place History

The building at 1041 & 1041A Heidelberg Road is historically significant at a local level as the former Darebin post office and newsagent and is associated with the development of the nearby Hordern Estate. The strip of shops along Heidelberg Road between the Darebin Station and the Hordern Estate developed in the 1920s and 1930s to service the residents of the estate, particularly after the opening of the Darebin railway station in 1921. The allotments covered by the building were subdivided from a larger allotment in 1925 (Titles Vol.7982 Fol.140).

The Municipal Directories note the newsagent on the site run by R.J.Day in 1935; in 1933, the Darebin Post Office off Heidelberg Road was reported as the site of an attempted burglary:

CRACKSMEN FAIL ON SAFE

Having been robbed seven times in four years the Darebin Post Office in Heidelberg road, Ivanhoe, was visited on Tuesday night by cracks men who failed to blow the safe containing £100. No damage to the premises-a combined store, and post-office - was caused by the explosion, but the outer layer of the safe was blown completely off. Entry was gained through a man hole in the ceiling after the intruders had removed a sheet of roof iron. (Hurstbridge Advertiser 1 December 1933)

The 1940 Municipal Directories note a post office and newsagent at 1041 Heidelberg Road run by J.F.McKelvie. Its listing as the Darebin Post Office continues through to 1974. It is unlikely that 1041 Heidelberg Road was built as post office, but a more likely scenario is that it was leased as one from 1940 – 1974.

Description

1041-1041a Heidelberg Road is part of a small group of commercial buildings adjacent to Darebin Station. As the largest of the group, and located on a corner site it has landmark qualities.

The former Darebin Post Office, situated at 1041 to 1041a Heidelberg Road, is a two storey asymmetrical Inter-war Moderne styled building with flat roof and parapet. It also exhibits some Art Deco styled features of projecting horizontal and vertical facade elements. Built of stretcher bond red brick, and concrete, the former post office is set on a corner block with three facades visible from the street frontages. The face red brick is highlighted with slightly projecting alternating courses. Horizontal cement rendered panels at the first floor and under the verandah are decorated with three parallel concrete horizontal string courses and the parapet is stepped. The splayed entrance has a single vertical fin as a decorative feature, running from the stepped parapet to the first floor. This vertical concrete element is also repeated on the northern elevation,

The entrance and has a glass door flanked by two vertical windows and the façade facing onto Heidelberg Road has one bay with two large fixed single pane windows, and two smaller fixed windows above. Two double hung windows are located at the first floor. The cantilevered verandah runs the full extent of this elevation and wraps around half of the north elevation.

The northern elevation is of stretcher bond red brick and cement render. The horizontal rendered panel at the first floor is decorated with matching string courses whilst the face red brick at the ground floor is highlighted with a vertical, slightly projecting, stack course of brickwork at every fifth course. Three large fixed single pane windows fall under the cantilevered verandah. A single glass door and fix pane window are located towards the western end of this elevation. Two sash windows and two pairs of sash windows are located at the first floor.

Changes to the building include two large billboards that obscure much of the northern elevation.



Former Darebin Post Office. Source: Context 2012

Comparison

Other commercial premises of the Inter-war era are largely found in the Ivanhoe and Eaglemont shopping centres which were built mainly between 1915 and 1940, with most building activity occurring between 1920-25 and 1932-38. The Ivanhoe Shopping Centre Precinct (HO90) contains a number of examples of Inter-war commercial buildings including the Coles Store 117 Upper Heidelberg Road which is also built in the Inter-war Moderne style. It has been recommended for an individual overlay in the 2009 Banyule Heritage Review for its architectural qualities and integrity including the original curved glass windows and interior

plasterwork. It is a more intact example of this style of commercial building than 1041 Heidelberg Road.

Eaglemont Shopping Centre (HO3) also includes a number of examples of Inter-war commercial buildings, many of which are of a standard design, being of clinker brick construction with paired double-hung sash windows.

Further comparison is made with 124-130 Mount Street Heidelberg which is also a prominent corner commercial building (HO46) with similar landmark qualities, and an architectural style that is more architecturally innovative and flamboyant than 1041 Heidelberg Road.

Beauview Shopping Centre, at 253-263 Lower Heidelberg Road, built as part of the Beauview Estate which also included residential buildings and developed in 1939, is a fine example of Inter-war commercial development with particular historical associations with A.V.Jennings.

Banyule is particularly rich in examples of Inter-war commercial buildings, and architecturally 1041 Heidelberg Road is considered to be one of many similar examples. Where it differs from buildings in a strip shopping centre is that it is not only a façade, but exhibits a three dimensional form owing to its prominent corner location.

Statement of Significance

What is significant?

The former Darebin Post Office, situated at 1041 -1041a Heidelberg Road, is significant.

How is it significant?

The former Darebin Post Office is of local historic significance to the City of Banyule.

Why is it significant?

The former Darebin Post Office, at 1041-1041A Heidelberg Road, is of historic significance for its association with the themes of communication and residential development in Ivanhoe from the 1920s. It is particularly associated with the development of the Hordern Estate and Darebin Station and the strip of shops between them in the Inter-war period. It is a reminder of the retail and services that were established in the locality as a result of these early phases in the suburbanisation of Ivanhoe. (Criterion A)

1041 Heidelberg Road is architecturally significant for its Moderne styling and has landmark qualities owing to its prominent size and location. It exhibits representative architectural qualities of the era, including the use of red brick and render to the façade, with some typical cement rendered Art Deco style detailing. 1041 Heidelberg Road is the most visible marker of the small group of shops forming the Darebin station area. (Criteria D & E)

POST-WAR SHOPS, 41-45 LOWER HEIDELBERG ROAD



41-45 Lower Heidelberg Road. Source: Context 2012



41-45 Lower Heidelberg Road. Source: Context 2012



41-45 Lower Heidelberg Road. Source: Context 2012

Locality history

By the 1850s a village at Ivanhoe had emerged, though it was not until 1853 that the name was in popular usage. The discovery of gold at Anderson's Creek, Warrandyte in 1851 impacted development in the region as a whole, as eager prospectors passed through on the way to the fields. (Allom Lovell 1999: 19) The farmland around the fledgling township was considered to be of exceptional fertility and by the 1850s larger holdings had begun to make way for smaller farms, market gardens and orchards. The railway was extended to Heidelberg and adjacent townships in 1888. By the early 1900s Ivanhoe was home to both a girls' and boys' grammar school, as well as state and denominational schools

(<http://web.archive.org/web/20060825232423/www.arts.monash.edu.au/ncas/multimedia/gazetteer/list/ivanhoe.html>).

By contrast to Heidelberg, the small settlement of Ivanhoe developed from a private subdivision rather than from a government survey. The first commercial building in the area was the Ivanhoe Hotel constructed in 1854-5, on part of Greenaway's Ivanhoe Estate in Upper Heidelberg Road. Another pocket of development occurred in the mid-late 1850s further south near the corner of Waterdale and upper Heidelberg Roads where a small school had been established in 1853. For most of the nineteenth century however, Ivanhoe comprised a small collection of houses, the school, hotel and some shops. (Allom Lovell, 1999:26)

The Shire of Heidelberg was proclaimed in 1871. Heidelberg and the townships of the district fell by the wayside during the rapid expansion of Victorian rail systems that took place in the 1880s, and it was not until 1888 that the line to Heidelberg was opened, prompting residential and commercial development of the area, and allowing the easy movement of people and goods to and from the city. (Source: HERMES 121517).

The hoped for boom in Ivanhoe however was stillborn due to the failure of the first Heidelberg railway (Allom Lovell 1997:40) and in the 1890s the bursting of the property bubble was a feature of a nation-wide Depression felt particularly acutely in Melbourne and its hinterlands where land prices had soared so meteorically in the 1880s. Despite the rash of land sales in the 1880s in the municipality, 'relatively few houses were actually constructed following the land sales of the 1880s' (Allom Lovell 1997:51). It was, instead, in the first decade of the twentieth century that suburban development intensified in Ivanhoe. In 1901, the Heidelberg line was finally extended from Collingwood into the city proper (Allom Lovell 1997:40). Many of the early residential subdivisions and housing estates of Banyule date to the early decades of the twentieth century, when the 'sleeping beauty' of Heidelberg 'awoke' (Allom Lovell 1997:54).

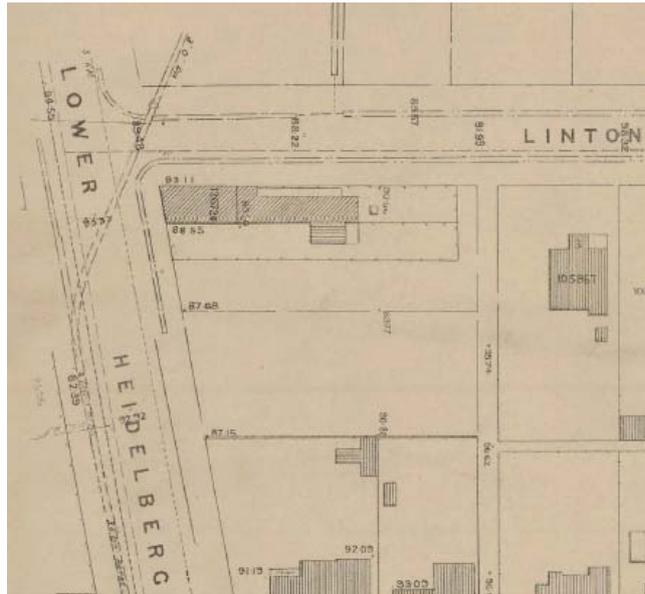
Place history

The site may have been that of Halliwell, R. & Co., grocers from around 1924-5 (there is some inconsistency of street numbers in Municipal Directories), and remnants of this earlier building may survive at the rear of 41 Lower Heidelberg Road on Linton Street, where there is what appears to be a service window or delivery door that may have been a part of the earlier shop or combined residence.

The Argus reported a burglary at Halliwell's premises on Lower Heidelberg Road in 1924 (Argus 1 December 1924) in which £15 of tobacco was stolen. The following year Halliwell & Co were again the subject of a burglary when thieves removed bricks from the side of the store to make a hole in the wall 'sufficient for a man's body' (Argus, 28 August 1925), the target again being some £10 of tobacco.

In 1940, 41 Lower Heidelberg Road is listed in the Municipal Directories as Brierty Brothers, grocers. William R. Brierty lived above or, as likely implied by the Board of Works Plan, behind the store. By 1945 Arthur D. Frith had moved into the residence, while the Brierty Brothers grocery continued through to 1955. Number 43 and 45 appear in the directories by 1960, when No.41 is fruiterer J.K.Matthews and William P. Grieve; No.43 is F.C.James, chemist; and No.45 is the Brierty Bros. grocers. A fruiterer, chemist and grocers continued on site through into the 1970s. In 1974, 45-53 Lower Heidelberg Road is the location of Russell Court Catering.

From the Titles records, it appears that the allotments were gradually gathered under the ownership of the Brierty family until all three were held by Victor E. Brierty in 1950. This then appears the most likely opportunity for the redevelopment and construction of the distinctive and uniform post-war Modern style shopfronts.



MBW Map of 1949 shows older building on corner of Linton and Lower Heidelberg Road. Source: SLV.

Description

The Post-war Shops, at 41-45 Lower Heidelberg Road, are a group of three single story Post-war shops on the northern side of Lower Heidelberg Road. The building comprises three attached shops of similar design, which are progressively stepped back from the street, probably to accommodate parking given the Post-war rise of the motorcar. The shops have angled fronts, are rendered and have flat roofs with veranda and large angled glass shop windows.

The shop at No. 41 has been adapted from a building of earlier construction. Its verandah is slightly higher than the other two shops and it has a recessed central door flanked by two single pane windows, with three streamlined horizontal windows above. The side elevation, onto Linton Street, is rendered and has a parapet that steps down until it meets what appears to be part of the original building, constructed from brick. Here a service window or delivery door, that may have been a part of the earlier shop or combined residence, is located.

The shops at No's 43 and 45 have entrances to one side and have angled shop fronts with fixed pane windows. A streamlined horizontal window extends over each shop front and the verandas are supported on decorative concrete brackets which are also angled and taper downwards.

Comparative analysis

Montmorency Shopping Centre (HO93) including Were and Binns Streets adjacent to the Montmorency Station is a relatively intact 1950s-60s shopping centre with several key commercial buildings located within a group of contributory ones. It is considered to be a good example of this era of development. Another group of Post-war shops is located at Main Road Lower Plenty. These were inspected as part of the Banyule Heritage Review (2009) and considered to not meet the threshold of local significance through lack of integrity. The shops at 41-45 Lower Heidelberg Road are a better example of the style, but still do not have sufficient integrity or architectural value to reach the threshold of local significance.

Statement of Significance

The Post-war Shops, at 41-45 Lower Heidelberg Road are of local interest as they are associated with the Post-war commercial development of Ivanhoe. They are also representing an interesting local response by businesses to survive during the growth of Ivanhoe, and in

particular the intensification of businesses along Lower Heidelberg Road. The Post-war Shops are of some aesthetic interest for their modern design as a group, in terms of their orientation to the street, built form, including angled frontage and glass window shopfronts.

The shops at 41-45 Lower Heidelberg Road have been assessed by Context in 2012 and found to not meet the threshold of local significance. Although of some interest for Post-war design and adaptation of an earlier building, they are not particularly representative of the period of development for which Ivanhoe is noted, and are representative examples of 1950s architecture for which the precinct at Montmorency provides a better example.

INTER-WAR SHOPS, 54 & 56 LOWER HEIDELBERG ROAD



54 & 56 Lower Heidelberg Road. Source: Context 2012.

Locality history

By the 1850s a village at Ivanhoe had emerged, though it was not until 1853 that the name was in popular usage. The discovery of gold at Anderson's Creek, Warrandyte in 1851 impacted development in the region as a whole, as eager prospectors passed through on the way to the fields. (Allom Lovell 1999: 19) The farmland around the fledgling township was considered to be of exceptional fertility and by the 1850s larger holdings had begun to make way for smaller farms, market gardens and orchards. The railway was extended to Heidelberg and adjacent townships in 1888. By the early 1900s Ivanhoe was home to both a girls' and boys' grammar school, as well as state and denominational schools.

By contrast to Heidelberg, the small settlement of Ivanhoe developed from a private subdivision rather than from a government survey. The first commercial building in the area was the Ivanhoe Hotel constructed in 1854-5, on part of Greenaway's Ivanhoe Estate in Upper Heidelberg Road. Another pocket of development occurred in the mid-late 1850s further south near the corner of Waterdale and upper Heidelberg Roads where a small school had been established in 1853. For most of the nineteenth century however, Ivanhoe comprised a small collection of houses, the school, hotel and some shops. (Allom Lovell, 1999:26)

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Place history

The current allotments were subdivided by Isabel Esler in 1922 (Titles Vol.4616, Fol.3054). No.54 went to Charles J. Fraser, a boot maker, and No.56 went to Fred Smith. Ivalda Motors took over ownership of No.56 in 1960, and of No.54 in 1974.

According to the Municipal Directories, nothing is listing there in 1920, but in 1925, P.P.Hocky, butcher, and William R. Hibbins, confectioner and fruiter had business in the immediate vicinity, though the exact address is not identified. No.48 appears the most westerly occupied address on this block in 1925, the premises of A.W.Bacon, a butcher. By 1930 however, 52-56 are listed in the Municipal Directories as the premises of R.G.Webb, motor garage. In 1935, the same address is occupied by L.L.Doron, service station. By 1940, the two shops fall under different uses, No. 54 as a confectioner N.W. Dernelly; and No 56 as a butcher run by H.J.Webster.

Description

The Inter-war shops at 54-56 Lower Heidelberg Road, are grouped on the southern side of Lower Heidelberg Road. The shop at No. 54 Lower Heidelberg Road is a painted brick, symmetrical two storey Inter-war building with a hipped roof clad in terracotta tiles. The roof projects slightly and is supported by bracketed brick eaves. One brick chimney is located at the buildings western end, along Russell Street. Painted brick projecting piers extend up the length of the façade, from the first floor and pierce the roof. These each have a single vertical column of recessed brick. On the ground floor, fixed pane windows reach from floor to ceiling and include a glass door, closest to the western elevation. The ground floor shop front does not appear to be original. Two sash windows are located at the centre of the second floor, recessed between the brick piers and these have brick lintels.

The shop at No. 56 Lower Heidelberg Road is a painted brick, symmetrical two story Inter-war building, with a plain rendered parapet and hipped roof clad in terracotta tiles. On the ground floor, fixed pane windows reach from floor to ceiling and include a glass door, at its western side. The ground floor shop front does not appear to be original. The façade is framed by slightly projecting fire walls, which are rendered and joined by a parapet. Two double hung windows are located at the centre of the second floor, recessed between the projecting piers.

Comparative analysis

Banyule is particularly rich in examples of Inter-war commercial buildings and in comparison, the shops at 54-56 Lower Heidelberg Road are a rather isolated and less intact example than other groups below.

Eaglemont Shopping Centre (HO3) also includes a number of examples of Inter-war commercial buildings, many of which are of a standard design, being of clinker brick construction with paired double-hung sash windows.

Other commercial premises of the Inter-war era are largely found in the Ivanhoe Shopping Centre which was built mainly between 1915 and 1940, with most building activity occurring between 1920-25 and 1932-38. The Ivanhoe Shopping Centre Precinct (HO90) contains a number of examples of Inter-war commercial buildings

Beauview Shopping Centre, at 253-263 Lower Heidelberg Road, built as part of the Beauview Estate which also included residential buildings, and developed in 1939 is a fine example of Inter-war commercial development with particular historical associations with A.V.Jennings.

Statement of Significance

The Inter-war shops at 54-56 Lower Heidelberg Road are of historic and aesthetic interest as local businesses which have continually operated from them since their construction. As such,

they are associated with the development of retail to service the growing residential subdivisions in the locality from the Inter-war period onwards.

The shops at 54-56 Lower Heidelberg Road have been assessed by Context in 2012 and considered to not meet the threshold for local significance. There are other more intact and extensive examples of Inter-war commercial buildings in the Ivanhoe and the Ivanhoe East area.

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APPENDIX A: ESTABLISHING A THRESHOLD OF LOCAL SIGNIFICANCE

This appendix provides technical explanation of the criteria for assessing heritage significance by David Helms (2010), Senior Consultant at Context.

What is a threshold?

The Heritage Victoria standard brief for heritage studies notes that local significance can include places of significance to a town or locality, however, whether the 'threshold' of local significance is achieved depends how relevant heritage criteria are applied and interpreted.

The Advisory Committee Report notes that the related questions of the application of appropriate heritage criteria and establishing 'thresholds' that provide practical guidance to distinguish places of 'mere heritage interest from those of heritage significance' have been the subject of continuing debate in recent times. While there was agreement that the AHC criteria (which were used in the 2004 Study) may be appropriate for use at the local level, the question of what establishes a threshold remains open to interpretation.

The Advisory Committee Report defines 'threshold' as follows:

Essentially a 'threshold' is the level of cultural significance that a place must have before it can be recommended for inclusion in the planning scheme. The question to be answered is 'Is the place of sufficient import that its cultural values should be recognised in the planning scheme and taken into account in decision - making?' Thresholds are necessary to enable a smaller group of places with special architectural values, for example, to be selected out for listing from a group of perhaps hundreds of places with similar architectural values.²

How is a threshold defined?

The Advisory Committee Report cites the Bayside C37 and C38 Panel report, which notes that:

With respect to defining thresholds of significance, it was widely agreed by different experts appearing before this Panel that there is a substantial degree of value judgment required to assess a place's heritage value, so that there is always likely to be legitimate, differing professional views about the heritage value of some places.

There is a wide range of matters that can be taken into account in making any assessment (e.g. a place's value in relation to historic, social, aesthetic, cultural factors, its fabric's integrity and so on), leading to further grounds for differences between judgments.³

While there are application guidelines for the use of the AHC criteria (Developed in 1990 these are known as the AHC *Criteria for the Register of the National Estate: Application Guidelines*), they are designed for application at the regional or National level and the Advisory Committee Report cited a report prepared by Ian Wight for Heritage Victoria, which noted that they may require rewriting to 'make them clearly applicable to places of local significance'. This has subsequently been completed and the applicable criteria used are the HERCON criteria.

On this basis, the Panel made the following conclusions:

As also discussed, a fundamental threshold is whether there is something on the site or forming part of the heritage place that requires management through the planning system.

As we have commented, we see the development of thresholds as something which responds to the particular characteristics of the area under investigation and its heritage resources. Nevertheless the types of factors that might be deployed to establish local thresholds can be specified

² Advisory Committee Report, p.2-41

³ Advisory Committee Report, p.2-32

State - wide. They would include rarity in the local context, condition/degree of intactness, age, design quality/aesthetic value, their importance to the development sequence documented in the thematic environmental history. [Emphasis added]

This process is essentially a comparative one within the local area. That area may not coincide with the municipal area. Its definition should be informed by the thematic environmental history (Advisory Committee Report 2007:2-45).

What is the role of the thematic history?

The previous comments highlight the important role played by thematic environmental histories in providing a context for the identification and assessment of places. However, while it would be expected that the majority of places of local significance would be associated with a theme in the thematic history not all places are and there may be some that are individually significant for reasons that are independent of the themes identified by the Study. The chair of the Advisory Committee Report, Jenny Moles, made the following comment in the Panel report prepared for the Warrnambool Planning Scheme Amendment C57:

The Panel also does not see it as inimical to the significance of this building that there is currently no mention of a guest house theme in the Gap Study Thematic History. It is simply not the case that every building typology will be mentioned in such a study. [Emphasis added]

The C57 Panel Report also once again highlighted that thematic histories are not ‘static’ documents and should be reviewed once more detailed assessments are carried out for places and precincts. This iterative approach allows a ‘more complete and more pertinent history of a municipality to be developed in terms of providing a basis for managing heritage stock and allows individual buildings to be placed in their historical context’.⁴

Conclusion

In accordance with the Advisory Committee comments a series of local ‘tests’ have developed to determine whether a precinct meets the threshold of local significance to the City of Banyule using the HERCON criteria. It is noted that a precinct need only meet one ‘test’ or criteria in order to meet the threshold of local significance. Meeting more than one ‘test’ does not make the precinct more significant – it simply means that the precinct is significant for a variety of reasons. The tests are:

- The precinct is associated with a key theme identified in the thematic environmental history. The place will have a strong association with the theme and this will be clearly illustrated by the fabric, when compared with other places (Criterion A.).
- The precinct may be rare within the municipality or to a township or locality. It may contain very early buildings, or be of a type that is under-represented within the City of Banyule (Criterion B.).
- If it is a representative example of a precinct type it will usually have the typical range of features normally associated with that type – i.e. it will be a benchmark example – and it will usually have a high degree of integrity (i.e. a high proportion of the places will be considered to be contributory) (Criterion D).
- The place is an exemplar of an architectural style or represents significant technical or artistic/architectural innovation or achievement when compared to other similar places in the municipality. The places will usually have a high degree of integrity when compared to other places (Criterion F).
- The place has strong social or historic associations to a township or locality (Criterion G.) or to an individual or organisation (Criterion H.) and, in particular:

⁴ Jennifer A. Moles, Chair, *Warrnambool Planning Scheme. Amendment C57 Panel Report*, December 2008.

- There is continuity of use or association, meanings, or symbolic importance over a period of 25 years or more (representing transition of values beyond one generation).
- The association has resulted in a deeper attachment that goes beyond utility value.
- The connection between a place and a person/s or organisations is not short or incidental and may have been documented – for example in local histories, other heritage studies or reports, local oral histories etc.

By comparison, places that do not meet the threshold of local significance will generally be those where:

- Historical associations are not well established or are not reflected in the fabric because of low integrity, or
- The precinct is common within the municipality or already well-represented in the Heritage Overlay, or
- If a precinct, it has a high proportion of non-contributory buildings, or
- It is a typical, rather than outstanding example of an architectural style or technical achievement and there are better comparative examples in the municipality.
- The social or historical associations are not well established or demonstrated.

APPENDIX B: WHAT CONSTITUTES A PRECINCT?

This appendix provides technical explanation of the criteria for assessing heritage significance by David Helms (2010), Senior Consultant at Context.

At present there are no definitive guidelines that provide assistance in identifying and defining a heritage precinct. This was acknowledged by the Advisory Committee appointed to undertake the *Review of Heritage Provisions in Planning Schemes*, which made the following comments in the final report submitted in August 2007:

Various Ministerial Panels have considered the question of the conceptualisation of the extent of a significant heritage place, particularly in relation to heritage areas or precincts, industrial sites and large rural properties. The Greater Geelong Planning Scheme Amendment C49 Ministerial Panel (February 2004) pointed out that the Practice Note Applying the Heritage Overlay does not provide any guidance on identification of heritage precincts. It noted that practice within the profession suggested that precincts should contain a substantial proportion of buildings that were assessed as being of precinct heritage significance, as defined in the statement of significance. A statement of significance should outline what is significant, why it is significant and how the place demonstrates the heritage significance (Advisory Committee Report 2007:2-55).

The Advisory Committee Report considered a number of submissions and various relevant Independent Panel reports. The final conclusions and recommendations suggested that the criteria for the definition of a precinct should take into account:

- The geographic distribution of the important elements of the place, including buildings and works, vegetation, open spaces and the broader landscape setting.
- Whether the place illustrates historic themes or a particular period or type of development.
- Whether it is a defined part of the municipality recognised by the community.
- Whether non-built elements such as the subdivision pattern contribute to its significance.

The Panel went on to note that criteria suggested by the Hobsons Bay C34 Panel, 'may be appropriate for inner urban, relatively homogenous precincts but appear to us to be too prescriptive for application in other situations'. It concluded that:

*Thematically related buildings or sites that do not adjoin each other or form a geographic grouping should, where appropriate, be able to **be treated as a single heritage place and share a statement of significance and HO number** (Advisory Committee Report 2007:2-54) [Emphasis added].*

Finally, with regard to the proportion of significant (or significant and contributory) buildings that is desirable within precincts, the Advisory Panel considered that:

..The stress on built fabric inherent in this question is misleading. Precincts need to be coherent, thematically and/or in terms of design, and need to be justifiable in relation to protection of significant components. It is neither possible nor desirable to set hard and fast rules about percentages (Advisory Committee Report 2007:2-54)

How a place is defined as either 'Significant', 'Contributory' or 'Non-contributory' is discussed below.

Conclusions

For the purposes of this report, a precinct is considered to possess one or more of the following characteristics:

- They contain contributory places that individually or as a group illustrate important themes set out in the thematic history.

- The places within a precinct may or may not adjoin one another. Where they do not form a contiguous grouping they will have a strong and demonstrated thematic association.
- Where places form a contiguous grouping they will have largely intact or visually cohesive streetscapes that are either aesthetically or historically significant (or both). Precincts that are historically significant will include elements such as housing styles and subdivision layouts that are representative or typical of a particular era or type. Precincts of aesthetic significance will be distinguished by the high or exceptional quality of the housing design and/or estate layout and features when compared to other examples.
- They may contain a high proportion of Significant or Contributory properties (see definitions below)

APPENDIX C: WHEN IS A PLACE SIGNIFICANT, CONTRIBUTORY OR NON-CONTRIBUTORY?

This appendix provides technical explanation of the criteria for assessing heritage significance by David Helms (2010), Senior Consultant at Context.

For the purposes of this report the following definitions have been adopted, which are based upon those from *The Heritage Overlay: Guidelines for Assessing Planning Permit Applications* (2007) prepared by the Heritage Council:

- A *Significant* place is a single heritage place that has cultural heritage significance independent of its context. That is, if the precinct did not exist, they are places of local significance that could be eligible for individual inclusion in the HO. These places may also contribute to the significance of a precinct. *Significant* places will usually have a separate citation and statement of significance.
- *Contributory* places are those that contribute to the significance of a heritage precinct, but would not be significant on their own.
- *Non-contributory* places do not contribute to the significance of a heritage precinct. In some instances, a *Significant* place may be considered *Non-contributory* within a precinct. For example, an important Modernist house within a Victorian era precinct. For the purposes of this report, only Significant and Contributory places have been listed. All other places are considered Non-Contributory. Additions to Non-Contributory status have been noted where these differ from the 2004 Report.

Whether a place is ‘Significant’, ‘Contributory’ or ‘Non-contributory’ will depend on the reasons for significance expressed in the statement of significance. ‘Non-contributory’ places will include the places that are not associated with the reasons for significance and may include places that would otherwise be considered ‘Contributory’, except that they have been substantially altered and have a low level of integrity. On the other hand, a building may have been altered (new windows, changed colour scheme, minor additions) and still be considered Contributory. Table 3.1 provides a broad outline of how the integrity of a building affects the level of significance of a place within a precinct.

Integrity and level of significance within a precinct

Integrity	Comments	Level
High	The building appears to be very intact externally with little change to the principal elevations (i.e. façade and side walls) – i.e. weatherboards and/or roofing iron may be original, windows and front door are original. Most if not all of other original detailing is intact. Other features that contribute to the setting of the place such as fences, garden plantings etc. may be intact. Note: This term may be applicable to a building where an addition/s has been made, but the form and detailing of the original section of the building remains intact.	Contributory or Significant
Moderate	Minor alterations have been made, but much of the original form and detailing remain intact. Where materials or detailing have been replaced, similar or ‘like for like’ materials have often been used. Where changes have been made they are often reversible – such as the replacement of windows and doors within existing openings. Where additions have been made they are sited or of such a scale that they do not overwhelm the original building – e.g. they have been made to rear or secondary elevations and do not affect the principal or primary elevations of the building or are smaller freestanding structures.	Contributory

Integrity	Comments	Level
Low	Major alterations or additions have been made to the building, often to the extent that the original form and style is hard to recognise. Cladding materials have been replaced using different materials. The roof has been significantly modified or removed entirely. Chimneys have been removed, windows and door have been replaced, and the form/size may also have been altered. Many of the changes are not readily reversible.	Non-contributory
