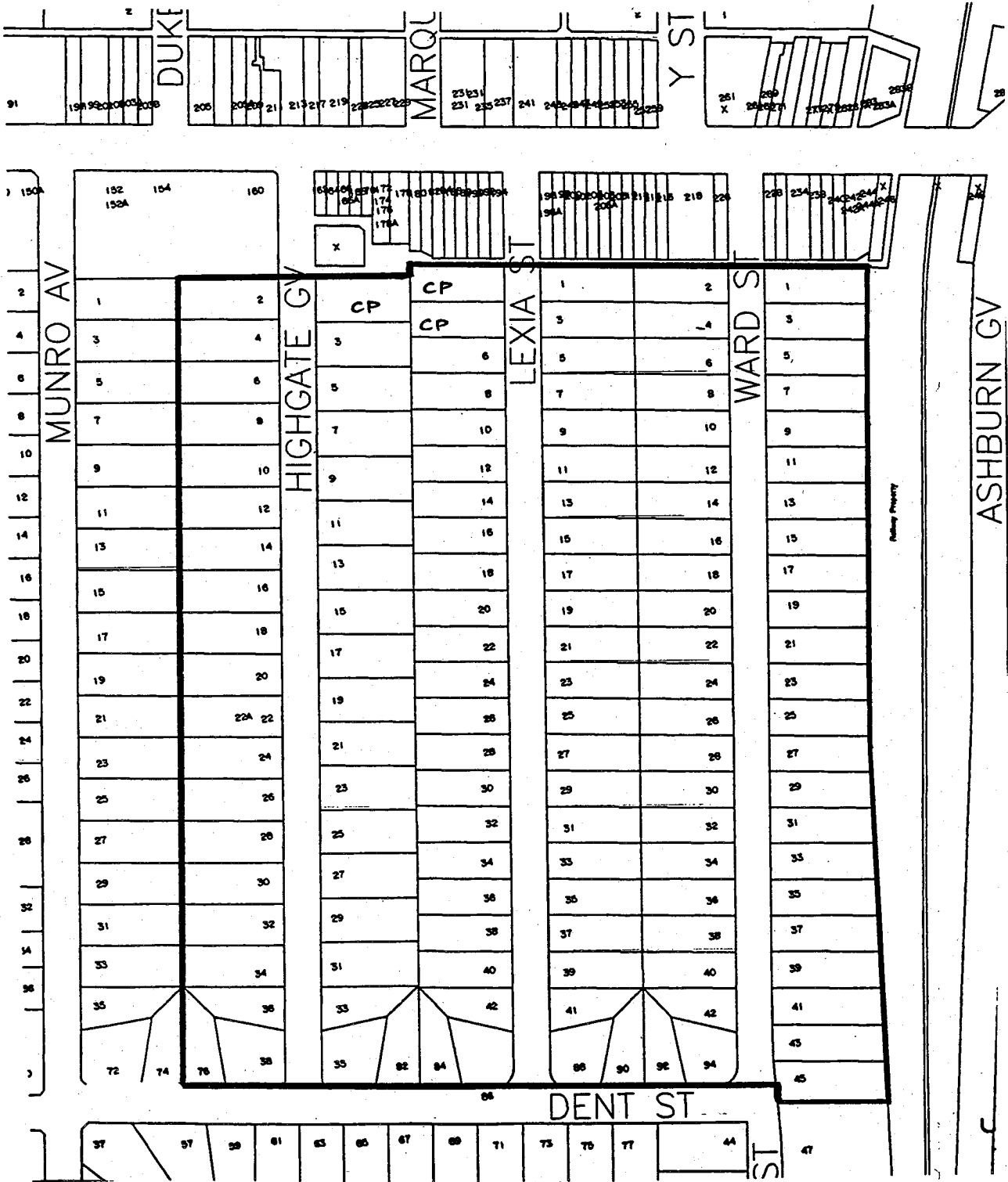


1997 Review of Urban Conservation from the
 Camberwell Conservation Study 1991
GREAT GLEN IRIS RAILWAY JUNCTION ESTATE
AREA CITATION



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History

The Great Glen Iris Railway Junction estate was first sold by Flint & Munro & Baillieu in the 1880s but it was revised by surveyor, E.L.G. Cresswell, in 1923, including High, Lexia, Ward and Dent Streets in place of the original Baillieu, Gladstone and Station Streets¹. Cresswell also lodged the Central Estate in Balwyn during the same era, (q.v.)².

The 'junction' referred to was that of the Oakleigh and Outer Circle railway lines, some distance to the south of the estate and only just becoming reality when the estate was first sold. James Munro speculated in a number of estates in this area, together with many others along the Outer Circle route.³

Reference to the above locality Plan will demonstrate forcibly why this Estate has been termed the
GREAT GLEN IRIS RAILWAY JUNCTION ESTATE,
and further has been stamped as the Key and Heart of the Greatest Suburb that 'will be' out of Melbourne.

This Estate was selected and bought by the Hon. Jas. Munro when he had all the land in the Glen Iris district to choose from, which is the highest recommendation that the Estate can achieve.

The HIGH STREET frontages must grow into great value, and it is confidently expected that before many years they will be worth from 50 pounds to 80 pounds a foot.⁴

Lots in Munro Avenue and Highgate Grove were revised (along with new names) and lodged by J.G. Gillespie in 1926.⁵ Curtain Street became Dent Street in c1928-9, to complete the estate's transformation.⁶ Other changes included a reduction in frontage from 66 to 50 feet, introduction of radiused corners (to eliminate side-frontages, for the views and to allow for motor traffic). These specially formed corner blocks added two blocks per corner and allowed a diagonal siting axis for each house. Percentages of identified house construction dates in the 1916-30 are as follows:

Highgate Grove 57%
Lexia Street 59%
Munro Avenue 49%
Ward Street 37%

¹ LP9791

² LP9651

³ see Beardsell, pp. 28-9 table and map

⁴ see precinct 14.01

⁵ LP11367

⁶ *ibid.*, lodged plan annotation correspondence 1928.

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AREA CITATION (continued)

Highgate and Lexia both have over 90% inter-war housing represented in the street while Munro and Ward are 40% and 80% respectively. Distribution of period is predictably earlier housing (pre 1930) closer to the High Street tram line. The Ashburton Shopping Centre itself has the same period distribution adjoining the estate, with more emphasis on the late 1930s; ie. 180-82 (c1937), 206-212 High Street (c1939). Opposite are rows of 1920s shops, (243-259 High Street); both periods providing visually cohesive elevations.

Historic Themes:

- iii) transport links and modes and their impact on residential and commercial development
- v) typical residential lifestyles and their physical expressions
- iv) man-made and 'native' landscape, their evolution

The following is an extract from the 1991 heritage report.

Significance

A range of 1920-30s house styles with high integrity to the initiation date of the estate which is enhanced by concrete roads, street trees and an adjoining contemporary shopping strip. Historically, it represents the high growth period in the 1920s and the influence of transport on its location. It also illustrates the effort taken by developers to create a distinct character with road surfacing, street tree selection and street name identification.

Revised 1997 Statement of Significance

The Glen Iris Railway Junction Estate is of regional significance for a combination of the following factors:

- for the range of 1920 -30s house styles with high integrity to the initiation date of the estate;
- its enhanced setting, with concrete roads, street trees and an adjoining contemporary shopping strip;
- for its faithful representation of the high growth period in the 1920s of its locality within the metropolitan area;
- the influence of transport on its location; and
- the visible effort taken by developers to create a distinct character with road surfacing, street tree selection and street name identification.

Implications

Conservation of all identified 1920-30s elements in the precinct and conservation of secondary contributory places from the 1940s which have visual associations.

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Existing Conditions

Street	1991 notes	1997 description	Site schedule
Dent Street	North face only in Precinct with mainly Mediterranean villa style houses of masonry and stucco and some Old English.	Bungalow-era and 1930s brick and stucco precinct; concrete road; north side only. Changes: no major changes.	
High Street	The commercial frontage is of a similar era, albeit altered.	Mainly two storey 1930s red brick shops with cemented trim and parapeted form. Most shopfronts have been changed. North side 225-229; 231-235; 241-259 (269-281 also related); south side (180-186, 194 also related) 196-202 (Moderne style, at corner Lexia), 204, 206, 214 Changes: no major changes.	Suggestion: change boundary and add 180-6, 194, 269-281 to schedule as 'D' value contributory to a level 2 streetscape.
Highgate Grove	The street has a concrete roadway with the name of the street set into the roadway. Camphor Laurel trees help create a distinct character of late 1920s, early 1930s housing (Italian villa or Mediterranean villa, such as Numbers 19 and 21), with some Bungalow era housing like Numbers 23 and 26.	Commercial unrelated intrusion on north end to what is otherwise 1920s brick Bungalow precinct with good street trees and concrete road; Changes: upper level addition to 16, changes to 22 (both contributory).	

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Lexia Street	The street has a concrete roadway, Bungalow style houses, Old English and Mediterranean villa mixture, mainly stuccoed and brick housing with some original fences.	Bungalow precinct; concrete road; good camphor laurel street trees; note palm in carpark on site of 4 Lexia should be included. Changes: no major changes except upper level additions to 31, 40; pseudo Edwardian-era house at 18.	remove 18 from schedule; add 1 (1940), 3 (1926, altered), 5 (1926), 9 (1926), 29 (1940), 33 (1938) as 'D' and streetscape level 2 to schedule
Ward Street	The street has a concrete roadway, with the name set into the road. There is 1930s housing, brick and stucco using the Moderne (Number 33) and Old English styles.	1930s era brick precinct; concrete road; commercial unrelated intrusion at north end Changes: no major changes, with upper level addition at 11.	add 41 (1937), 39 (1936), 37 (1935), 35 (1937), 31 (1935), 30 (1936), 28 (1936), 26 (1935), 24 (1930), 22 (1927), 20 (1926) as 'D' value, level 2 streetscape in schedule

Conclusion

No major changes to heritage significance of residential part of precinct. Extension of the commercial section of the precinct (High Street) should be investigated to include the sites identified above as related to the precinct period of development.

Recommendation

Seek heritage overlay control in the Boroondara planning scheme for this precinct, as described in the 1991 heritage study plan with the changes which have occurred, as noted, accounted for in the site schedule.