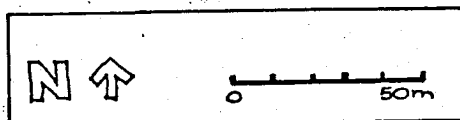
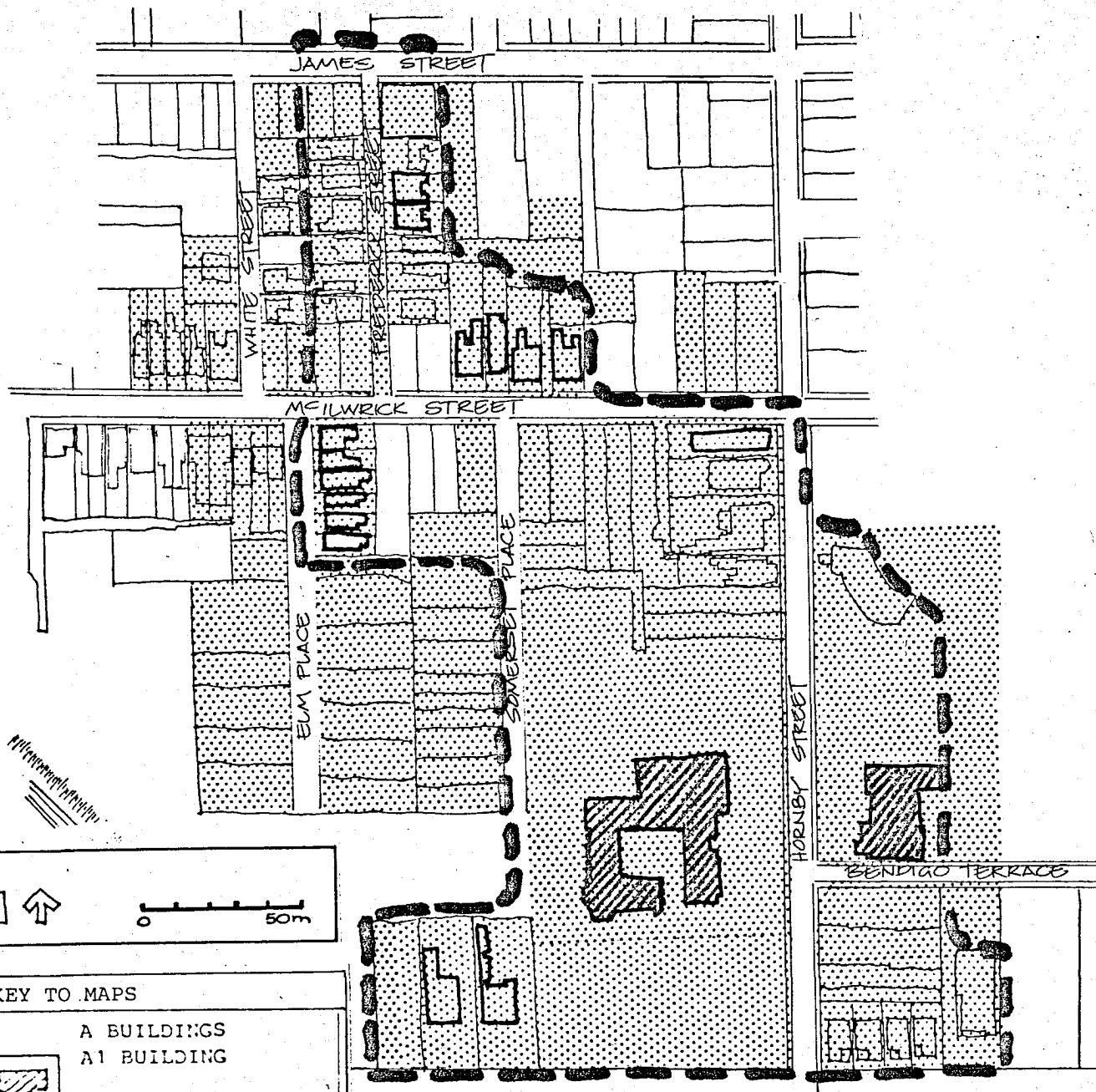


HORNBY STREET - FREDERICK STREET AREA










History and Significance Allotment 61, of which this area forms a large part, was alienated at the Crown land sales of 15 May 1850. The southern boundary had been a stock route subsequently formed into a road and used as the municipal boundary between Prahran and St Kilda. On Kearney's map of 1855, Great Dandenong Road was shown as a wide reservation narrowing at Chapel Street to form Wellington Street. This bottleneck was exacerbated with the completion of the railway from Windsor to North Brighton in 1859, as the railway was crossed originally by a narrow timber road bridge Dandenong Road. In 1885 the newly Windsor railway station complex was erected and this may have coincided with the deepening of the cutting between the station and Dandenong Road. Certainly, by 1919 when the electric tramway was constructed in Dandenong Road between Chapel Street and Glenferrie Road the original road bridge was demolished and a new iron bridge put in place. With the tramway came an agreement between the Prahran, St Kilda, Caulfield and Malvern councils to transform Dandenong Road into the present tree-lined boulevard in this vicinity.

Many small brick and timber workers cottages were traditionally located in this area and today a large percentage of these remain, giving a feeling of the original character of this part of Windsor. In contrast, the large education buildings of the Presentation Convent in Dandenong Road commenced in 1874. Further east, in Hornby Street the Windsor Primary School was erected in 1877 with subsequent expansion in 1915.

These two larger buildings form an interesting contrast with the predominantly small scale of the surrounding area. Exceptions to this small scale are provided by a row of six double-storey terraces in Elm Grove, (a usual form of construction in this vicinity), and a number of larger villa residences along Dandenong Road. Dandenong Road is also enhanced in this vicinity by the commencement of the avenue plantations of plane trees which at this date form a superb mature avenue. This avenue effect is enhanced by the intricate tramwire poles of the Prahran and Malvern Tramway Trust Works. Traditional street works such as bluestone kerbs and channels remain largely intact in this area. The tight street layout and small allotments with their correspondingly small scale housing stock contribute to the character in the vicinity of Frederick Street reinforcing the working class situation. Traditional retail and working patterns, with small shops and industries located within walking distance still persist in this locality.



KEY TO MAPS

- | | |
|---|-------------------------|
|  | A BUILDINGS |
|  | A1 BUILDING |
|  | A2 BUILDING |
|  | B BUILDING |
|  | C BUILDING |
|  | non identified building |
|  | A1 AREA |
|  | A2 AREA |
|  | combined boundary |

HORNBY STREET -
FREDERICK STREET AREA