ARMADALE PRECINCT

HERITAGE PRECINCT CITATION

NAME OF PLACE:	Armadale Precinct.
OTHER NAMES OF PLACE:	Allandale Estate, Armadale Park Estate, Malvern Road Estate, Armadale Area.
ADDRESS / LOCATION:	Centred on Beatty Avenue, Rose Street, Densham Road, Munro Street and Northcote Road, Armadale
PROPERTY INFORMATION:	All properties in Beatty Avenue, Densham Road, Derby Street, Edward Street, Eileen Street, Elm Grove, Glassford Street, Munro Street, Rose Street, Royal Crescent, Turner Street and Watson Street, Armadale.
	Properties at 1-71 Northcote Road (west side) and 8-70 Northcote Road (east side), 736-908 Malvern Road (south side), 97-139 Kooyong Road (west side), 1-15 Clendon Road (west side) and 2-26 Clendon Road (east side).
EXISTING LISTINGS:	Currently protected under HO130.
LEVEL OF SIGNFICANCE:	Local.
ASSESSED BY:	John Statham, Heritage Advisor, City of Stonnington.
ASSESSMENT DATE:	May 2012.

STATEMENT OF SIGNIFICANCE

What is significant?

Constructed on land purchased at the Crown Land sales of May 1850, the Armadale Precinct developed as part of the broad surge of development through Prahran, Malvern and the inner suburbs more generally through the 1880s. The earliest development dates from the 1860s and 1870s and a number of key buildings from this period survive. The construction of the railway through Armadale to Oakley disrupted the original subdivision to create an irregular group of streets, subsequently developed with polite villas and cottages through the 1880s and with more substantial dwellings through the early twentieth century to produce a handsome and expansive suburban environment. The Toorak Railway Station, which stimulated development of the area and the retail group in Beatty Avenue, constructed to service it, are significant elements. The flats Clendon and Clendon Corner are not typical of built form in the area but are important buildings in their own rights.

Elements which contribute to the significance of the precinct vary from street to street but include:

- The high degree of intactness of the area to its c1930 state arising from the low proportion of later infill;
- The intactness of individual buildings to their original states. Dwellings typically survive with their presentation to the street largely unaltered retaining facades, verandahs and decorative detailing intact;

- The consistent single-storey height and modest scale of the residential built form; largely derived from the prevalence of the freestanding single-storey villas and modest semi-detached pairs on generous allotments.
- The consistent face brick, timber or render materiality and gabled or hipped roofscapes with chimneys and roofs in slate or terracotta tiles;
- The landscaped character of the area arising from mature street plantings in conjunction with open, landscaped front and side setbacks to individual properties;
- Low and permeable front fences in most sections of the precinct;
- Road alignments and allotment patterns resulting from nineteenth and early twentieth century subdivisions;
- The general absence of vehicle accommodation in front setbacks, particularly in some areas to the east of the Armadale Primary School such as Glassford Street and in more modest streets such as Watson and Eileen Streets;
- The Railway Station and shops in Beatty Avenue and their relationship to nearby residential stock.
- Early stables to the rear of dwellings at 28 Northcote Road and 64 Rose Street.
- Mid-twentieth century flats, *Clendon* and *Clendon Corner* in Clendon Road are atypical elements within this precinct but remain significant buildings in their own rights.

How is it significant?
The Armadale Precinct, Armadale is of local, social, historical and aesthetic significance.

Why is it significant?
The Armadale Precinct is aesthetically significant as an unusual surviving urban landscape. It is architecturally significant as an intact collection of late nineteenth and early twentieth century buildings. Buildings adopt a range of architectural expressions at a variety of scales ranging from cottages or other modest forms of housing on small blocks to polite suburban villas to very grand buildings such as the station and retail groups in Beatty Avenue. A small number of, primarily Edwardian, dwellings are of a scale and architectural distinction usually associated with Mansions. The area is highly intact to its c.1930 state with few modern interventions and the greater part of its building stock demonstrates a high level of integrity to its original form. Areas of this intactness and integrity are becoming increasingly rare.

The Armadale Precinct is of historical significance for the manner in which it illustrates the early development of the Municipality. It retains associations with Landboomer, and later Premier, James Munro and with local developers such as Robert Sutherland and Michael Glassford *(3.3.3 Speculators and Landboomers)*. The area developed in two distinct and legible phases which allow the boom of the 1880s (8.2.1 *Middle-class suburbs and the suburban ideal*) the recession of the early 1890s and the recovery in the early twentieth century (*3.3.5 Recovery and infill 1900-1940*) to be understood. In addition, its varied street layouts and relationship with the railway illustrates the *ad hoc* nature of nineteenth century planning (*3.3.4 Uncontrolled and unplanned development*). The area survives as a snapshot of local development to c.1930.

The Armadale Precinct is of social significance for the extent to which it illustrates the introduction of new subdivisional typologies which added to the range of choices for family living. The development of suburbs around transport nodes (8.2.1 *Middle-class suburbs and the suburban ideal)* fundamentally altered living and working patterns. The Railway Station in Beatty Avenue (*4.4.2.Developing state railway systems in the late nineteenth century*) and the local shopping strip (*7.1 Serving local communities*) were essential to this new form of habitation.

PHOTOS

Figure 1   Edwardian dwellings, Densham Road
Figure 2   Victorian villas, Densham Road.

Figure 3   Edwardian villas Munro Street.
Figure 4   Shops in Beatty Avenue.

Figure 5   Toorak Railway Station.
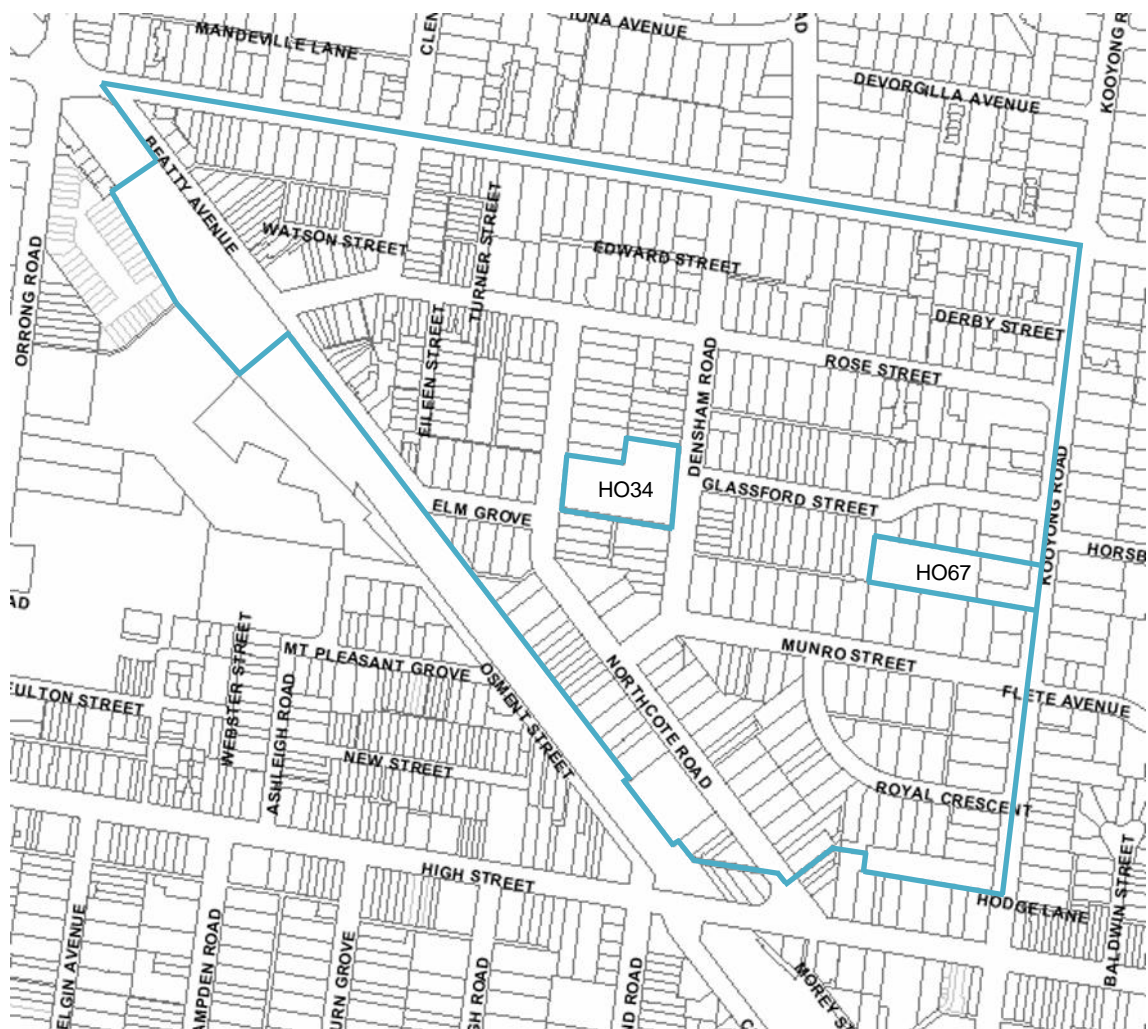*Figure 6   Postwar flats in Munro Street.*

Figure 7   Extent of proposed HO area.

DESCRIPTION

The Armadale Precinct occupies an island site bounded by the major thoroughfares of Malvern and Kooyong Roads and the railway of 1879. The railway line cut obliquely across the early orthogonal network of streets to produce the unusual triangular arrangement form of the precinct and its *ad hoc* arrangement of streets. Away from the street frontages, the area is notable for the absence of through traffic and its quiet residential character. The higher ground in the northeast of the precinct near the main roads attracted substantial middle class housing through the late nineteenth and early twentieth centuries. Much of this early development survives. In the lower sections of the Precinct, particularly those areas along the railway, polite, and occasionally modest, Victorian built form predominates. The two schools (St David's School, formerly *Armadale House* at 117 Kooyong Road and Armadale Primary School at 9-23 Densham Road) form the architectural highlights of the area. These are both protected under individual heritage controls.

Victorian developments

Intact Victorian Streetscapes survive in Royal Crescent and on the north sides of Rose Street, Northcote Road and Elm Grove. These are generally comprised of polite Victorian middle class villas with Italianate detailing. More modest Victorian development, in the form of single-fronted cottages, survives along the south side of Northcote Road and in small pockets such as Watson and Eileen Streets. A number of outstanding individual Victorian buildings also survive. These include villas at 760 Malvern Road, 103 Kooyong Road, 28 Northcote Road and *Ashbourne* at 133 Kooyong Road along with early shops at 736 Malvern Road and 18 Beatty Avenue.

The Prahran Conservation Study discussed the Italianate villa at 28 Northcote Road at length noting:

> *... it appears to have been erected c.1888, with the contractor John Carter being the original owner and occupier. The single storey timber residence is typically Italianate in style with a protruding polygonal bay creating an asymmetrical front facade. Eaves are exposed and terminate on paired timber consoles and the slate roof features decorated chimneys. The front verandah features fine timberwork and the front fence is constructed in glazed white bricks.*

In relation to its significance, the Study noted.

> *This is a highly intact timber residence typical of the high Victorian period of Melbourne's boom years. It displays a fine use of timberwork. The front fence, contrasted with white glazed bricks is most unusual and therefore of great significance.*

The building also retains one of a handful of significant early stables to survive within the Municipality.[1]

In addition to this and other fine villas of high individual significance, a number of notable Victorian terrace rows and semi-detached pairs also survive throughout the area.

Edwardian developments

The high quality of nineteenth century development engendered an architectural cachet which underpinned later, Edwardian development. The quantity and high quality of the Edwardian built form in this area is rare within the former City of Prahran. Intact streetscapes of these buildings survive in the streets to the east of the Primary School with extended sequences of notable Edwardian buildings in Rose, Glassford and Munro Streets and in Kooyong Road. The group at 109-123 Kooyong Road is of particular note with towered villas at Nos121 and 123 flanking the entry to Glassford Street. Other Edwardian buildings of individual significance include those at Nos 6/6A and 17 Munro Street and 'Afton' at 53 Rose Street.

The Prahran Conservation Study noted that the residence at 17 Munro Street was:

> *... erected in 1913 and designed by the occupant, architect Arthur W Purnell as a seven roomed house, valued initially at £130. It is a single story red brick building which incorporates diverse forms and materials in a composition influenced by the Federation style which developed in Melbourne from the turn of the century. A profusion of half timbered gables protrude from the high*

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1 Bryce Raworth Pty Ltd, *Former Stables,28 Northcote Road, Armadale, Heritage Assessment*, September 2011.

pitched slate roof, one bay being entirely clad in terracotta shingles. A circular terracotta shingle clad balcony with heavy timber decoration crowns a corner bay window. Terracotta cresting lines the roof, terracotta chimney pots crown the tall chimneys and exaggerated timber brackets support the entrance gable either side of the arched porch.

In relation to its significance, the Study noted:

This intact residence incorporates many distinctive features of the Federation period and presents a composition of diversity and interest. The shingles bay and balcony are of particular note.

On the opposite side of Munro Street, another exception Edwardian Building at 6/6A Munro Street survives. The Study noted:

In 1914, this residence was erected by the owner of this land in Munro Street, builder John Carter. The residence is asymmetrical in form and Federation in style with a high pitched slate roof having gable hips and a protruding front gable. Rough cast porches project through the roofline and are decorated with gum leaf and nut motifs. Chimneys feature broad plates and Art Nouveau derived motifs, the front verandah features Ionic columns and the red brick fence is crowned with curved bricks and spherical elements.

In relation to its significance, the Study noted:

This residence is a noteworthy example of Melbourne's Federation style as applied to small domestic works and displays individual motifs of particular interest and originality. Of note are the Australian motifs of cement render decoration.

Elsewhere in the precinct, infill buildings from the early part of the twentieth century are peppered throughout the Victorian built form. Although the detached villa form defines the area, terrace groups from the early twentieth century, such as those at 32/33/34 Beatty Avenue, 15/17/19/21 Rose Street and elsewhere, provide variety. A large Edwardian stable building survives at 64 Rose Street.[2]

Other elements of note include the retail precinct in Beatty Avenue which presents an intact streetscape of one and two storey facades to the railway station across the street. Although the earliest buildings in the group, most notably, the handsome two storey shop at 18 Beatty Avenue, date from the Victorian period, the area achieved its current appearance c.1910s. The station group across the road is high individual significance. The central station building adopts a simple, stuccoed form with a tiled hipped roof with terracotta details. An overhead walkway provides access to its three platforms. A lift, constructed for the conveyance of goods to and from the rail platform appears to be unique within Victoria.[3]

The Statement of significance for the Station prepared as part of the Prahran Conservation Study notes

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2 Bryce Raworth Pty Ltd, *Former Stables,64 Rose Street, Armadale, Heritage Assessment*, September 2011
3 Nigel Lewis and Associates, *Prahran Conservation Study*, pg11/5

The three stations at Toorak, Hawksburn and Armadale form an important group of Edwardian station buildings. Of particular note at Toorak is the highly unusual goods yard, which is on two levels and utilises a lift for the conveyance of goods from the platform level.

Later developments

The area generally predates the vogue for self-contained flats. However, a number of later infill buildings, including some modest Edwardian and interwar flats, such as those at 'Mararoa' and 'Rosmar' at 870 and 872 Malvern Road respectively, and others, contribute in a modest way to the character of the area. A number of postwar flats such as those near the intersection of Densham Road and Munro Street contribute less in heritage terms to the area. The Modernist mid-century flats, *Clendon* and *Clendon Corne*r, on the west side of Clendon Road, are not typical of local built form in terms of their scale, form and construction date but are important elements in their own rights. The Statement of Significance for these buildings, prepared a part of Prahran Conservation Study notes that these are:

The first buildings designed by the prominent architect, Roy Grounds, after his return from working in Europe these two flats are important within the sequence of work of this Melbourne architect. They exemplify the modern movement of architecture in Australia.

HISTORY

The residential history of Armadale began with the land sales of May 1850. Land between Orrong and Boundary (now Kooyong) Roads bounded by Malvern Road to the north and High Street to the south were sold as 3 lots. Lot 48 abutting Orrong Road was purchased by John Pasco Falkner. Lots 49 and 50 to the east were sold to Robert Sutherland for £6/6s and £5/5s per acre respectively. The higher cost of land in Lot 49 possibly relates to its ready access to a creek running diagonally through the centre of the block.

James Kearney's map of Melbourne and suburbs indicates that very little development had taken place in the area prior to 1855. A sprinkling of about 15 cottages had been constructed locally, predominently towards Kooyong Road.[4] In 1856, Sutherland sold 18 acres for development in the northern section of his purchase leading to the creation of Ross (now Rose) Street. He retired to England in 1858 leaving much of the land unsold and undeveloped.[5] *Ashbourne* on the south side of the intersection of Rose Street and Kooyong Road was constructed in 1860 as a five-roomed cottage on a deep allotment. It was constructed for SG Searle and was subsequently let to Peter Lalor, the hero of Eureka.[6]

Much of the balance of Sutherland's land was offered for sale in April 1873. James Munro purchased part of Lot 50. In 1876 he constructed his own residence *Armadale House* in Kooyong Road a little to the south of *Ashbourne*. This building survives and is protected under VHR H0637 and HO67. Munro was a prominent businessman and would become infamous as the Premier of Victoria during the land boom of the 1880s.

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4 Nigel Lewis and Associates, Lewis and Associates, *Prahran Conservation Study*, pg 11/1.
5 Betty Malone, *Discovering Prahran: Area Eight*, pp.1-3.
6 Betty Malone, *op cit*, pg.16.

Armadale House was named after Munro's Scottish birthplace and would subsequently provide the name for the entire district.[7] A large tract of Munro's land was offered for sale as the *Armadale Park Estate* in 1876.[8]

In the 1870s, it was decided to construct a railway passing through Armadale to Oakleigh. In 1879, the railway cut through open land in the Armadale area connecting lines in South Yarra and Oakleigh and completing the direct link between Melbourne and Gippsland. The tracks followed a route a little to the west of the creek splitting Lots 49 and 50 into two triangular tracts of land with limited opportunities for passage between the two. The high ground around Rose Street and *Armadale House* was developed with more affluent middle class residences. Areas to the south were developed with more modest housing, its back to the railway line. Areas to the west of the line were used predominantly as a goods yard for the station and small sites in New and Osment Streets were developed with workers' cottages. These streetscapes are now protected under HO371.

Through the 1880s, large numbers of allotments to the east of the railway line were released for sale. Surplus railway land in the vicinity of Clendon Road was released in 1881.[9] 54 allotments of Munro's land were released in Northcote Road in 1882.[10] Northcote Road was laid out parallel to the railway interrupting the pre-existing geometric grid of roads in this area. Land around Royal Crescent became available in 1886,[11] its curved form extending this informal character. The development proposed a bowling club in Northcote Road that was completed in c.1889. The *Allandale Estate* was auctioned in February 1888, releasing parts of Beatty Avenue, Malvern Road, Clendon Road, Rose Street and Clarke Street (now Watson Street) for development. Subdivision in the *Malvern Road Estate* later in the same year created more allotments in Malvern Road and Rose Street.[12]

Construction in the area ceased abruptly with the recession of the early 1890s and little development took place over the following decade. MMBW plans of 1901 show that, despite the subdivision and release of large numbers of residential building blocks, development across the precinct was patchy. Many of the allotments, particularly along Malvern and Sutherland (now Densham) Roads, remained undeveloped and some large landholdings such as *Ashbourne* and *Armadale House* remained intact. Nonetheless, streetscapes of polite villas had been established in Royal Crescent, Northcote Road and Rose Street, with other pockets of development in Eileen Street, Elm Grove, Watson Street and elsewhere.

Development commenced again in the early years of the twentieth century. Among the first to take advantage of the recovery was Matthew Glassford. In the 1880s, Glassford, an exporter and builder, had purchased *Ashbourne* in Kooyong Road. In 1902, he subdivided the western sections of the *Ashbourne* estate releasing allotments on the south side of Rose Street and the western sections of Merilyn (now Glassford) Street for sale.[13] Glassford undertook some development himself, completing a small group of villas in Rose Street and the outstanding group at Nos119-125 Kooyong Road by 1908. After some difficulties connecting the western section of his subdivision to Kooyong Road (resolved through the curving form of the street) the balance of Glassford Street

7 Betty Malone, *op. cit,* pp. 14-15.
8 Marion Dadswell, *A Record of Rose Street,* pg.20.
9 Mssrs Byrne Vale and Co (Auctioneers), *Plan of portions of surplus railway lands*, 1881, Stonnington History Centre Registration No H11154.
10 Crews & Arkle (Auctioneers), Plan of 54 Allotments, 1882, Stonnington History Centre Registration No PH12015.
11 Plan of Subdivision, 1886, Stonnington History Centre Registration No PH11214.
12 Munro & Baillieau (Auctioneers), *Malvern Road Estate*, 1883, Stonnington History Centre Registration No PH11944.
13 Plan of Subdivision, Armadale Saturday Feb 1, 1902, H11251.

was released for sale and was fully developed by 1914.[14] Many more vacant sites across the precinct were developed through the 1910s.
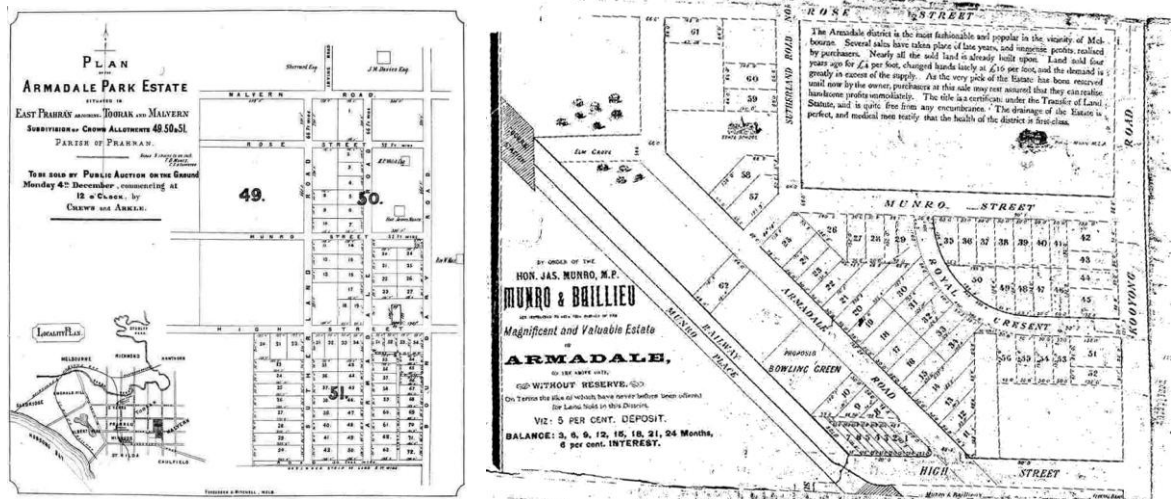

Figure 8   Armadale Park Estate, Subdivision Plan 1876, Stonnington History Centre.
Figure 9   Magnificent and valuable Estate, Subdivision Plan, 1886, Stonnington History Centre.

The construction of large numbers of polite Edwardian villas was central to the development of the extant valued character of the area. However, the early years of the twentieth century were also notable for a number of larger-scale developments.

The first building of Armadale Primary School No 2634 had been erected in 1886 with side wings added in 1891 and 1899. It was a single-storey structure incorporating Gothic elements including pointed arch openings, buttresses, steep gable roofs and tall chimneys and a square tower over the main entrance. An Infant School, was constructed in 1901 in a picturesque romantic gabled version of the Romanesque style. The designs for all phases of construction were undertaken by Public Works Department architect Samuel E Bindley. Both buildings survive and the group is included on the Victorian Heritage Register (H1640) and protected under a local heritage control (HO34).

The original Hawksburn, Toorak and Armadale railway stations had been erected by J Stewart & Co in 1879 when the rail link to Oakleigh was constructed. A railway cutting was formed in 1912 to provide grade separation at major intersections, requiring three new stations to be constructed.[15] All three adopted the same form and style with an overhead walkway providing access to the three platforms and central station building. The Toorak Station in Beatty Avenue was completed in 1914. As a consequence of the deep cutting, the goods yard was located at a higher level than the track. A lift, constructed for the conveyance of goods to and from the platform, survives in the southwestern corner of the station complex. This appears to be a unique construction for the Victorian Railways.[16]

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14 Betty Malone, *op cit*, pg.19.
15 Lewis, *Prahran Conservation Study* pg11/5.
16 Nigel Lewis and Associates, *Prahran Conservation Study*, pg.11/5.

By 1901, a small group of shops had been constructed around the original station.[17] Construction of the new station buildings stimulated further construction of shops and residences in Beatty Avenue (and to a lesser degree in adjacent sections of Rose Street) consolidating the layout that survives today.

The Armadale area achieved its mature state during the interwar period when a number of polite suburban bungalows were constructed on the last remaining building sites. Since that time the area has experienced little intrusive development. A small number of postwar developments such as the squash courts at 25-29 Beatty Avenue and multistorey flats near the intersection of Densham Road and Munro Street have brought about local impacts but have had little effect on the character of the sprawling precinct more generally. Munro's bowling club was demolished c.1990s and a number of modern residences were constructed between Northcote Road and the railway line. However these are reasonably sympathetic in terms of their form and scale.

Development in the area after c.1930 contributes little, in architectural terms, to the significance of the area with one notable exception. Two blocks of flats near the intersection of Malvern and Clendon Roads are similar in terms of their expression but were constructed independently.[18] Both were undertaken to designs by, noted architect, Roy Grounds. The first, *Clendon*, constructed in 1939-40, contained eight flats. The design adopted a u-shaped plan around an open court. *Clendon Corner* of 1940-1 contained six flats arranged along an internal passage. Both reflect architectural developments that had occurred in Europe prior to WWII with strong geometric forms and simple arrangements of internal and external spaces underpinning their designs. Access to sunlight plays an important role in the layouts of both buildings. The buildings incorporate design features that embody a simple, Australian, response to International Modernism that would become commonplace in the design of flats through the postwar period. Although these Modern designs are somewhat at odds with the streetscapes of polite Victorian and Edwardian villas, they are buildings of some individual significance.

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17 MMBW Detail Plan 991, City of Prahran, c.1901.
18 Nigel Lewis and Associates, *Prahran Conservation Study*, pg. 11/5.

ANALYSIS

Thematic context

The Armadale area is one of the largest Heritage Overlay areas in the Municipality. Its current form and appearance were influenced by a variety of factors and it incorporates a range of building typologies at a variety of scales developed over two distinct periods. In broadly chronological order, the area illustrates the following themes identified in the Stonnington Thematic Environmental History (Context Pty Ltd, 2006 with upgrades 2009):

3.3.3   *Speculators and land boomers*

4.4.2   *Developing a state railway system in the late nineteenth century*

3.3.4.   *Uncontrolled and unplanned development*

8.2   *Middle-class suburbs and the suburban ideal*

3.3.5   *Recovery and infill 1900-1940*

8.2.1   *'Country in the city' - Suburban development before WWI.*

Retail premises in Beatty Avenue illustrate themes discussed in:

7.1   *Serving local communities*

The flats, *Clendon and Clendon Corner* are examples of buildings described in

8.6.3   *Architect-designed flats*

Comparative Analysis
The land boom and suburban development

As was typically the case in the former City of Prahran, Lots were purchased at the Government land sales with a view to subdivision or rapid and profitable onselling. The Armadale Precinct is of historical significance for the manner in which it illustrates this aspect of the early development of the Municipality. It retains associations with Landboomer, and later Premier, James Munro and with local developers such as Robert Sutherland and Michael Glassford *(Theme 3.3.3).*

While the subject area was located in the former Municipality of Prahran, development proceeded in a manner that has more in common, in terms of its open and suburban character and polite middle class residential building stock, with suburban Malvern to its east than working-class Prahran to its west. Streetscapes in the Armadale Precinct are the result of a desire for a suburban life in a detached villa in a garden setting. Development of this type came to typify development in Malvern before WWI *(Theme 8.2.1).*

In relation to theme 8.2.1*, 'Country in the city' - suburban development in Malvern before WWI,* Council's Thematic Environmental History notes:

> *The arrival of the Oakleigh railway coincided with the beginning of the land boom that saw huge urban growth in the study area. As we have seen, the population of the municipality of Prahran almost doubled in the decade to 1891 and there was also considerable development in the western part of the Malvern municipality. Proximity to the rail services was a major selling point used by estate agents in all parts of Melbourne and residential subdivisions closest stations generally sold first ...*

In this regard, the arrangements of built form in the subject area typify the new kinds of suburban development that transformed the two former Cities through the late nineteenth and early twentieth centuries. Middle class employees were no longer tied to their place of employment as improved transport networks

provided access to generous allotments away from the City. Dense streetscapes of timber cottages and rows of modest terrace housing of the kind that proliferate in Prahran and Windsor are uncommon in this locale and dwellings are typically freestanding on their own allotment and situated in a landscaped suburban environment. Consequently, the Precinct is socially significant for the extent to which it illustrates the introduction of new living arrangements which contributed to the range of choices available for families. The development of new suburbs around transport nodes *(Theme 8.2.1)* fundamentally altered living and working patterns for Melburnians. The Railway Station in Beatty Avenue *(Theme 4.4.2)*, the local shopping strip in Beatty Avenue *(Theme 7.1)* and the Armadale Primary School were central to this new form of suburban habitation.

The first phases of development of the area occurred prior to and throughout the boom of the 1890s to produce a number of partially-executed Victorian Streetscapes before the recession of the 1890s. The area languished through the last years of the nineteenth century before an Edwardian resurgence rekindled development and produced the mixed streetscapes which survive today. Consequently, the area is of historical significance from the extent to which some sections of the Precinct can illustrate the boom, the recession of the 1890s and the subsequent recovery and associated infill development after 1900 *(Theme 3.3.5)*.

Urban design

The planning arrangements found in the subject area are unusual. The Precinct is not directly comparable with the cramped layouts found in South Yarra, Prahran or Windsor where dwellings can address alleyways or terminate unexpectedly. However, they illustrate development undertaken in the absence of formal planning constraints through the remnants of the original orderly road network interrupted by the rail line and overlaid with uncoordinated street layouts from a range of developers.

The impact of the railway on the layout of the area around the Toorak Station should not be underestimated. As the Stonnington Thematic Environmental History notes:

> *The new railway cut through estates and communities, changing the shape of urban development. This can be seen around Armadale(sic) station, where each side of the railway developed quite differently. Malone describes the eastern side as 'solidly residential' with its late-Victorian and early twentieth century houses. The west side was a rail reserve and remained undeveloped for a long time.*

Consequently, the railway served as both an attractor and a shaper of suburban development and its impact is legible not simply at the station and associated shops but in the street network and in the quality of the built form.

As subdivision progressed, different owners offered different layouts incorporating curving roads of differing widths and other unconventional planning solutions to facilitate the subdivision of different lots in an uncoordinated manner. Some solutions appear to arise from different owners seeking an advantage in a competitive market. Royal Crescent, for example, invokes the grandeur of its namesake in Bath, England through its curving layout. The curved form of Glassford Street is, by contrast, an expedient solution to the problem of two misaligned roads. While the development decisions in the Armadale Precinct have produced a more polite and genteel outcome than the cramped arrangements found in Prahran and Windsor, they nonetheless illustrate the unorthodox planning responses undertaken to take advantage of the boom. Consequently, the area is of historical significance for the way in which it illustrates development of an uncontrolled and unplanned nature *(Theme 3.3.4)*.

Other Heritage Overlay areas

The Armadale Precinct contains a range of environments comprising: homogenous groups of Victorian and Edwardian Buildings; more varied streetscapes in which twentieth century development has completed development interrupted by the recession of the early 1890s; a retail group around the Armadale Railway Station and; a number of buildings and building groups of individual note.

Victorian built form in the Armadale area is generally typical of the range of builders' and architects' designs of the period although some buildings of individual distinction were constructed, particularly along the main roads. Consequently, the Victorian built form recalls contemporary developments in Greville Street, Prahran (HO126), Fawkner Street, South Yarra (HO131) and the Hawksburn Railway Station Precinct (HO137) all of which, to varying degrees, developed in response to their locations near railway stations.

Dwellings constructed during the Edwardian resurgence of the area are notable for a number of reasons. Firstly, development commenced very shortly after the recession. Glassford Street, for example, was subdivided in stages from 1902 and was fully developed by 1914. The speed with which the recovery proceeded in the Armadale area reflects its desirability. Development elsewhere in the Municipality during the first decade of the twentieth century was rare. The polite, somewhat backward-looking, villas in Norman Avenue, Hawksburn (HO383) and the modest semi-detached pairs in Chomley Street, Prahran (HO386) are among a handful of intact local developments surviving from the first decade of the twentieth century. Secondly, the quality of the Edwardian built form is unusually high. Even the most straightforward Edwardian developments in the Armadale area are refined and capably executed. The most daring Edwardian development realised in dwellings such as 53 or 64 Rose Street, 6/6A Munro Street, or the group at 109-123 Kooyong or are unusually adventurous. The quality, quantity and integrity of the Edwardian built form, particularly in the eastern sections of the Armadale area, is rare within the Municipality.

It is tempting to consider Edwardian development in the area as one aspect of the broad flood of development that swept through Malvern in the early decades of the twentieth century. However, Edwardian Streetscapes such as Glassford Street, and parts of Kooyong Road and Rose Street, do not compare readily with the late Federation stylings of the *Gascoigne Estate*, early bungalow developments such as, *Woodmason's Malvern Park Estate*, or the model homes of the *War Services Estate* in Karma and Nirvana Avenues, East Malvern.

The Beatty Avenue streetscape is of particular note. While it is broadly similar to other retail strips at transport nodes, the generally high level of intactness of these commercial premises is noteworthy. The relationships between the residential areas and the Railway Station *(Theme 4.4.2)* and the retail group constructed to service it *(Theme 7.1)* contribute to the significance of the Precinct. Again, comparable developments survive near railway stations in Greville Street, Prahran (HO126), Toorak Road South Yarra (HO150) and the Hawksburn Railway Station Precinct (HO137).

Clendon and Clendon Corner are important buildings by noted architect Roy Grounds. Although these Modern designs are somewhat at odds with local streetscapes of polite Victorian and Edwardian villas, they are buildings of high individual significance as reflected in their A1 gradings *(Theme 8.6.3)*.

While a number of remarkable buildings and urban environments survive in the Armadale Precinct, it is the general level of intactness and integrity throughout this locality that makes the whole area, bounded by Kooyong

Road, Malvern Road and the railway, one of great importance to the Municipality. Postwar development is uncommon within the Precinct and, with the exception of squash courts at 25-29 Beatty Avenue and taller postwar buildings around the intersection of Densham Road and Munro Street, later development is generally recessive in character. The area survives as a substantially intact snapshot of the range of development occurring locally through late nineteenth and early twentieth century.

RECOMMENDATIONS

Curtilage

The boundaries to HO 130 should be amended to reflect the extent noted in Figure 7 above.

The current mapping of HO130 is generally satisfactory. However, it includes only part of the Toorak Railway Station group. As currently mapped, part of the platform area and footbridge and the goods lift are not included in the HO area. The station in general and the goods lift in particular have been identified as important elements contributing to the character and significance of the area since the earliest Studies were undertaken three decades ago. The current mapping appears to be in error. It is recommended that the boundary of HO130 is amended to accord with the boundary noted in Figure 7 above to correctly reflect the significant fabric found on site.

Buildings under individual heritage controls

Council should reconsider the mapping and citation of HO130 in the event that DPCD Policy with respect to building under individual heritage controls changes.

The key early buildings within this precinct, namely *Armadale House* at 117 Kooyong Road and the Armadale Primary School buildings at 9-23 Densham Road are buildings of high individual significance and are currently protected under individual heritage controls. However, HO130 benefits from the presence of these elements 'within' the precinct and these early buildings derive a suitable context from, and have a shared history with, early buildings in nearby streets. The Department of Planning and Community Development currently permits only one Heritage Overlay to any single building. A building under an individual heritage control can not also be protected as part of a precinct. However, the buildings noted above are important both individually and for their contribution to HO130. If, as is anticipated, Departmental policy in relation to this matter changes, Council should reconsider the mapping and citation of HO130 as they relate to these and other buildings.

Building gradings

Council should review the gradings of buildings in this area to address any inconsistencies.

It is noted that this document has been prepared to update Council's existing citation for HO130 prior to its being uploaded to the HERMES database. It has not sought to uncover new aspects of significance relating to this precinct but to provide a clearer and more comprehensive explanation of the heritage values identified previously - a neutral translation from Council's existing citations to the HERMES database. Consequently, this report does not include a review of existing gradings for individual buildings.

However, some anomalous and inconsistent building gradings were noted during site inspections undertaken in the preparation of this report. However, this report has not identified or recommended revisions to these gradings. This could have the effect of increasing the previously-identified significance of some buildings. Consequently, the Schedule of Buildings below reproduces Council's existing gradings for the sites under consideration - with two exceptions.

In those instances where a building described in Council's early studies has clearly been replaced with a modern building, the original grading has been discarded and the new building has been graded U, that is, given an ungraded status.

In the specific case of the terrace row at 32, 33 and 34 Beatty Avenue, dwellings within the group are currently graded B, A2 and A2 respectively. Together, they constitute a single building and must share a common building grading. The subject dwellings form an unusual and handsome row which appears to have been constructed in conjunction with other buildings at 738 and 740-2 Malvern Road. The buildings to Malvern Road are graded B. The buildings across the two street frontages are notable for decorative *fleurs de lis* to external render and for the unusual layout and siting of the buildings across an awkward site. They are otherwise very straightforward examples of Edwardian building design which do not appear to warrant an A2 grading. City of Stonnington Heritage Guidelines describe A2 Buildings as being of *regional or metropolitan significance* and as standing out *as important milestones in the development of the Metropolis*. No part of the subject group meets this level of significance. For this reason, and for reasons of consistency, the gradings to Nos 33 and 34 Beatty Avenue have been adjusted downwards to B.

REFERENCES

Nigel Lewis and Associates, *Prahran Conservation Study*, 1983.
Betty Malone, *Discovering Prahran: Area* Eight.
MMBW Detail Plan 991, City of Prahran, c.1901. Available at www.slv.vic.gov.au.
Sands and McDougall, *Postal Directories*, 1883-1920.
Context Pty Ltd, *Stonnington Thematic Environmental History*, 2006 with updates 2009.
Marion Dadswell, *A Record of Rose Street.*

SCHEDULE OF BUILDINGS

Definitions of the gradings are explained in the *Stonnington Heritage Guidelines*. Building gradings reflect the intactness of the built form on the site and its streetscape context. Buildings have been graded according to their relationship to the identified significance of the precinct and the ability of the built form to demonstrate key historic themes in the development of the area. It should be noted that a property may have characteristics other than built form (such as subdivision pattern, orientation, location) that also contribute to the historic themes and the significance of the precinct as a whole.

As noted above, the Schedule of Buildings below reproduces Council's existing gradings for the sites under consideration. As noted above, there are a very small number of instances in which building gradings have been adjusted downwards.

BEATTY AVENUE (west side)

Street Number	Grading	Description
35A	A1	Toorak Station

BEATTY AVENUE (east side)

Street Number	Grading	Description
1/2	B	Single storey Edwardian shop and residence
2A	B	Single storey Edwardian shop and residence
3	B	Single storey Victorian villa
4	B	Single storey Victorian villa
5	B	Single storey Victorian villa
6	B	Single storey Victorian villa
7	B	Single storey Victorian villa
8/9/10	B	Single storey Victorian terrace row
Rose Street		
11-15	A2	Double-storey Edwardian retail group
16-17	A2	Double-storey Edwardian shop
18	A2	Double-storey Victorian shop
19/19A	B	Single-storey Victorian retail pair
21	B	Single-storey Edwardian shop
22	B	Double-storey Edwardian shop
23	A2	Double-storey Edwardian shop
24	B	Double-storey Edwardian shop
25	U	Single-storey postwar shop
26-29	U	5-storey squash courts
30/31	B	Single-storey Edwardian semi-detached pair
ROW		
32/33/34	B	Single-storey Edwardian terrace row

CLENDON ROAD (west side)

Street Number	Grading	Description
1	U	3 storey postwar flats
13	A1	Clendon. Flats (1939-40)
15	A1	Clendon Corner. Flats (1940-1)

CLENDON ROAD (east side)

Street Number	Grading	Description
2	B	Single-storey Edwardian villa
4/6	B	Single-storey Edwardian semi-detached pair
8	B	Single-storey Victorian villa
10	B	Single-storey c.1970s villa
12	B	Single-storey Victorian villa
14	B	Single-storey Victorian villa
16	B	Single-storey Victorian villa
ROW		
18/20	B	Single-storey Edwardian semi-detached pair
22	A2	Single-storey Edwardian villa

DENSHAM ROAD (west side)

Street Number	Grading	Description
1	C	Double-storey postwar shop
3	U	Double-storey c.1980s villa
5	B	Single-storey Victorian villa
7	C	Single-storey c.1980s villa
Armadale Primary School (HO34)		
25	B	Single-storey Victorian villa
27	B	Single-storey Victorian villa
29	B	Single-storey Victorian villa
31	B	Single-storey Victorian villa
33	B	Single-storey Victorian villa
35A	U	Double storey c.1980s villa at rear of 35
35	U	Double storey c.1980s villa
37	C	Single-storey Victorian villa
39	A2	Single-storey Victorian villa
Rose Street		
41	U	Double storey c.1990s villa
43	U	Double storey c.1990s villa
ROW		
45	U	Double storey c.1990s villa

DENSHAM ROAD (east side)

Street Number	Grading	Description
2	B	Single storey Edwardian villa
4/6	B	Single storey Edwardian semi-detached pair
8/10	B	Single storey Edwardian semi-detached pair
12	B	Single storey Edwardian villa
Glassford Street		
14	B	Single storey Edwardian villa

DERBY STREET (south side)

Street Number	Grading	Description
1	U	Double storey interwar villa
1A	U	Substation. Not listed in PCCS database.
3	U	Double storey c.1990s villa

DERBY STREET (north side)

Street Number	Grading	Description
6/8	U	Double-storey semi-detached pair.1990s
14	U	Double storey c.1990s villa
18/20	U	Double-storey semi-detached pairc.1980s
22	U	3 storey postwar flats
26	U	Interwar 2 storey villa

EDWARD STREET (south side)

Street No	Grading	Description
1	U	c.1980s single storey villa
3	U	c.1980s single storey villa
5	U	c.1980s single storey villa
7	U	c.1980s single storey villa

EILEEN STREET (west side)

Street No	Grading	Description
2	B	Single storey Edwardian villa
4/6	B	Single storey Edwardian semi-detached pair
10	B	Single storey Victorian villa
12	B	Single storey Victorian villa
14	B	Single storey Victorian villa
16	B	Single storey Victorian villa
18	B	Single storey Victorian villa

EILEEN STREET (east side)

Street Number	Grading	Description
1	B	Single storey Victorian villa
3	B	Single storey Victorian villa
5	B	Single storey interwar villa
7	B	Double storey Edwardian villa
9	C	Single storey Victorian villa
11/13	U	Double storey c.1980s semi-detached pair
15	U	Single storey c.1970s bungalow

ELM GROVE (north side)

Street No	Grading	Description
1	B	Single storey Victorian villa
3	B	Single storey Victorian villa
5	B	Single storey Victorian villa
7	B	Single storey Victorian villa
9	B	Single storey Victorian villa
11	B	Single storey Victorian villa
13	B	Single storey Victorian villa

ELM GROVE (south side)

Street No	Grading	Description
4	C	Single storey interwar villa
6	C	Double storey interwar flats
6A	C	Double storey interwar flats
8	B	Single storey Victorian villa
10/10A	B	Single storey Victorian villa
12	B	Single storey Victorian villa

GLASSFORD STREET (north side)

Street Number	Grading	Description
1	B	Single-storey Edwardian villa.
3	B	Single-storey Edwardian villa.
5	B	Single-storey Edwardian villa.
7/9	B	Single-storey Edwardian semi-detached pair.
11/13	B	Single-storey Edwardian semi-detached pair.
15/17	B	Single-storey Edwardian semi-detached pair.
19/21	B	Single-storey Edwardian semi-detached pair.
23	U	Double storey c.1980s villa
25	A2	Single-storey Edwardian villa.
27	B	Single-storey Edwardian villa.
29/31	B	Single-storey Edwardian semi-detached pair.
33	B	Single-storey Edwardian villa.
35	B	Single-storey Edwardian villa.
37	B	Single-storey Edwardian villa.
39	B	Single-storey Edwardian villa.

GLASSFORD STREET (south side)

Street Number	Grading	Description
10	B	Single-storey Edwardian villa.
12	B	Single-storey Edwardian villa.
14	B	Single-storey Edwardian villa.
14A	B	Single-storey Edwardian villa.
16	B	Single-storey Edwardian villa.
18	B	Single-storey Edwardian villa.
20	B	Single-storey Edwardian villa.
22	B	Single-storey Edwardian villa.
24	B	Single-storey Edwardian villa.
26	B	Single-storey Edwardian villa.
28	B	Single-storey Edwardian villa.
30	C	Single-storey Edwardian villa.
32	C	Single-storey Edwardian villa.
34	B	Single-storey Edwardian villa.
36	B	Single-storey Edwardian villa.
38	B	Single-storey Edwardian villa.

KOOYONG ROAD (west side)

Street Number	Grading	Description
97-99	U	3 storey postwar flats
101	C	Single storey Edwardian villa
103	A2	Single storey Victorian villa
Royal Crescent		
109	A2	Single storey Edwardian villa
111	A2	Single storey Edwardian villa
113	A2	Single storey Edwardian villa
Munro Street		
115	U	c.1970s single storey villa

St David's School (HO34)
Formerly Armadale House. Site includes buildings at 21 and 23 Munro Street not included in HO34

119	A2	Single storey Edwardian villa
121	A2	Single storey Edwardian villa
Glassford Street		
123	A2	Single storey Edwardian villa
125	B	Single storey Edwardian villa
125A	U	Modern villa (at rear of 125)
127	C	'Carlogie' Double storey interwar villa
133	B	Single storey Edwardian villa
Rose Street		
137	B	Single storey Edwardian villa
Derby Street		
139	C	Double storey interwar flats

MALVERN ROAD (south side)

Street Number	Grading	Description
736	A2	Double storey Victorian shop
738	B	Single storey Edwardian villa
740-2	B	Single storey Edwardian semi-detached pair
752-4	B	Single storey Edwardian semi-detached pair
756-8	B	Single storey Edwardian semi detached pair
760-2	A2	Double storey Victorian villa
764	C	Single storey interwar bungalow
768	A2	Double storey Victorian villa
770	B	Double storey interwar flats
776	U	Modern 2 Storey flats
778	C	Single storey Edwardian villa
Clendon Road		
794	B	Single storey Edwardian villa
796	B	Single storey Edwardian villa
798	U	Single storey postwar villa
800	C	Single storey Victorian cottage
802	C	'Waikanaie' single-storey Edwardian villa.
804	A2	Attic storey Edwardian villa
806	A2	Single storey Edwardian villa
808	B	Single storey Edwardian villa
812	B	Single storey Edwardian villa
816	B	Single storey Edwardian villa
820	B	Single storey Edwardian villa
824	B	Single-storey Victorian villa
836	C	Single storey Victorian villa
838	B	Single storey Victorian villa
840	B	Single storey Edwardian villa
Densham Road		

MALVERN ROAD (south side, continued)

Street Number	Grading	Description
Densham Road		
844	U	3 storey postwar flats.
848	B	Single-storey Victorian villa
852-4	B	Single-storey Victorian villa
856	B	Single-storey Victorian villa
860	A2	Single-storey Victorian villa
862	B	Double storey Edwardian villa
866	B	Single storey Edwardian villa
868	U	Double Story villa c.1990s
870	B	'Mararoa', 2 Storey interwar flats
872	B	'Rosmar', 2 storey interwar flats
896/898	B	Double-storey Victorian semi-detached pair
900	B	Single-storey Victorian villa.
902	C	Double-storey Victorian villa
906	A2	Double-storey Victorian villa
908	B	Single-storey Victorian villa

MUNRO STREET (north side)

Street Number	Grading	Description
1	U	3 storey postwar flats
3	A2	Single storey Edwardian villa
5	A2	Single storey Edwardian villa
7	B	Single storey Edwardian villa
9	B	Single storey Edwardian villa
11	B	Single storey Edwardian villa
13	B	Single storey Edwardian villa
15	A2	Single storey Edwardian villa
17	A1	Single storey Edwardian villa
19	C	Double storey interwar flats
21	B	Edwardian villa. Site absorbed into King David School at 117 Kooyong Road
23	U	Modern school building. Site absorbed into King David School at 117 Kooyong Road.
25	C	Single storey interwar villa.
27	U	Double storey c2010 villa

MUNRO STREET (south side)

Street Number	Grading	Description
2	A2	Single storey Edwardian villa
4	B	Single storey Victorian cottage
6/6A	A1	Single storey Edwardian villa
8	A2	Single storey Edwardian villa
10	B	Single storey Edwardian villa
Royal Crescent		
12	B	Single storey Edwardian villa
14	B	Single storey Edwardian villa
16	B	Single storey Edwardian villa
18	B	Single storey Edwardian villa
20	A2	Single storey Edwardian villa
22	B	Single storey Edwardian villa

NORTHCOTE ROAD (west side)

Street Number	Grading	Description
1	A2	Single-storey Victorian villa
3/3A	B	Single-storey Edwardian semi-detached pair
5	A2	Single-storey Victorian villa
9-21	U	c.1990s double-storey units
23	U	3 storey postwar flats
27	C	Double storey Victorian villa
29	B	Single storey Edwardian villa
31	B	Single storey Victorian villa
35	B	Single storey Edwardian villa
37	B	Single storey Victorian villa
39	B	Single storey Edwardian villa
41	B	Single storey Victorian villa
43	B	Single storey Victorian villa
45	B	Single storey Victorian villa
47	B	Single storey Victorian villa
49	B	Single storey Victorian villa
51	B	Single storey Victorian villa
53	B	Single storey Victorian villa
55	U	3 storey postwar flats
59	A2	Single-storey Victorian villa
Elm Grove		
61	U	Double storey c.1970s villa
63	B	Single storey Victorian villa
65	B	Single storey Victorian villa
67	B	Single storey Victorian villa
69	B	Single storey Victorian villa
71	C	Single storey Victorian villa

NORTHCOTE ROAD (east side)

Street Number	Grading	Description
8	A2	Single-storey Edwardian villa
10	A2	Double-storey Victorian villa
12	A2	Single-storey Edwardian villa
14	C	Single-storey Edwardian villa
16	C	Single-storey Edwardian villa
16A	C	Single-storey Edwardian villa (altered)
18	B	Single-storey Victorian villa.
20	B	Single-storey Victorian villa
22/24	A2	Double-storey Victorian semi-detached pair.
26	A2	Single-storey Edwardian villa
28	A1	Single-storey Victorian villa with notable fence to street and significant stable at rear.
30	A2	Single-storey Victorian villa.
32	A2	Single-storey Victorian villa.
34	A2	Single-storey Victorian villa.
36	A2	Single-storey Victorian villa.

Densham Road

Street Number	Grading	Description
38	U	3 storey postwar flats
42-4	C	Double-storey interwar flats
46	A2	Single-storey Victorian villa
48	C	Single-storey Victorian villa
50	C	Single-storey Victorian villa

Armadale Primary School (HO34)

Street Number	Grading	Description
62	U	c.1970s single-storey villa
64	B	Single-storey Victorian villa
66	B	Single-storey Victorian villa
68	U	Double-storey postwar flats
70	B	Single-storey Victorian villa

ROSE STREET (north side)

Street Number	Grading	Description
1A/1B/1C/1D	A2	Double storey Edwardian retail group
3/5	B	Single storey Victorian semi-detached pair
7	B	Single storey Victorian villa
9	B	Single storey Victorian villa
11/13	B	Single storey Victorian semi-detached pair
13A	B	Single storey Edwardian corner shop

Clendon Road

Street Number	Grading	Description
15/17/19/21	B	Single storey interwar terrace row

Turner Street

Street Number	Grading	Description
23/25	C	Double storey interwar flats
27	B	Single storey Edwardian villa
29	B	Single storey Edwardian villa
31	B	Single storey Victorian villa
33	U	Double storey c.1970s villa (rear of 35)
35/35A/35B	B	Single storey Edwardian villa
39	C	Single storey Victorian villa
41	U	Double storey c.1980s villa
43	C	Single storey interwar villa
45	B	Single storey Victorian villa
47	B	Single storey Victorian villa
49	B	Single storey Victorian villa
51	U	Double storey c.1980s villa

Densham Road

Street Number	Grading	Description
53	A2	'Afton', 2 storey Victorian Villa
55	B	Single storey Victorian villa
57	B	Single storey Victorian villa

59	A2	Single storey Edwardian villa
61	A2	Double-storey Victorian villa
63	C	Single storey interwar villa
ROW		
69	B	Single-storey Edwardian villa.
73	B	Single-storey Victorian villa.
75	B	Double-storey Edwardian villa.
79	B	Double-storey Victorian villa
81	B	Double-storey Victorian villa
ROW		
83	B	Double-storey Victorian villa
85	A2	Double-storey Victorian villa
87/87A/87B	C	Double-storey interwar flats
89	C	Double-storey interwar flats
91	U	Single storey c.1980s villa
93	U	Single storey c.1980s villa

ROSE STREET (south side)

Street Number	Grading	Description
2/2A	B	Single-storey Edwardian semi-detached pair
4/4A	B	Single-storey Edwardian semi-detached pair
6	B	Single-storey Victorian villa
8	B	Single-storey Victorian villa
10	B	Double-storey Victorian villa
10A	B	Double-storey interwar flats
12	U	Double-storey c.1980s flats
14/16	B	Single-storey Edwardian semi-detached pair
18	B	Single-storey Edwardian villa
Eileen Street		
20/22/24/26/28	B	Single-storey Victorian terrace row
34A/B/C/D	C	Single-storey interwar terrace row
34E	C	c.1960s Swimming centre (at rear of 34A-34D)
ROW		
36	B	Single-storey Victorian villa
38	B	Single-storey Victorian villa
40	B	Single-storey Victorian villa
42	B	Single-storey Victorian villa
Northcote Road		
44	B	Single-storey Edwardian villa
46	B	Double-storey interwar villa
Densham Road		
54	B	Single-storey Edwardian villa
56	B	Single-storey Edwardian villa
58	B	Single-storey Edwardian villa
60	B	Single-storey Edwardian villa
62/62A	A2	Single storey Edwardian villa
64A	U	Vacant residential land
64	A2	Single storey Edwardian villa with significant stable at rear
66	B	Single storey Edwardian villa
68	U	Single and Double storey postwar flats
70/70A	C	Single storey Edwardian villa
72	U	c.1980s Double storey villa (Rear of 74)
74	U	c.1980s Double storey villa

ROYAL CRESCENT (north side)

Street Number	Grading	Description
1/1A	B	Single storey Victorian villa
3	B	Single storey Victorian villa
5	A2	Single storey Victorian villa
7	B	Single storey Victorian villa
11	A2	Single storey Edwardian villa

ROYAL CRESCENT (south side)

Street Number	Grading	Description
2	B	Double storey Victorian villa
4	B	Single storey Victorian villa
6	B	Single storey Victorian villa
8	B	Single storey Victorian villa
10/10A	C	Interwar semi-detached pair
12	B	Single-storey Edwardian villa
14	B	Single storey Victorian villa
16	B	Single-storey Edwardian villa
18	C	Single-storey Edwardian villa
20	C	Single-storey Victorian villa
22	C	Single-storey Victorian villa
24	B	Single-storey Victorian villa
26	B	Single-storey Victorian villa
28	A2	Single-storey Victorian villa

TURNER STREET (west side)

Street Number	Grading	Description
1	B	Single-storey Victorian cottage
3	B	Single-storey Victorian cottage
5	B	Single-storey Victorian cottage
7	U	Double-storey c.1980s villa
9	B	Single-storey Victorian cottage

WATSON STREET (north side)

Street Number	Grading	Description
1	B	Single-storey Victorian villa
2	B	Single-storey Victorian villa
3	B	Single-storey Victorian villa
4	B	Single-storey Victorian villa
5	B	Single-storey Victorian villa
6	B	Single-storey Victorian villa
7	B	Single-storey Victorian villa