

11/13 CROMWELL ROAD  
SOUTH YARRA

## INTRODUCTION

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This report has been prepared by Bryce Raworth Pty Ltd. It investigates the significance of the properties at 11-13 Cromwell Road, South Yarra, in order to determine the appropriateness of their inclusion within the schedule to the Heritage Overlay within the planning scheme. The report builds on work carried out by Context Pty Ltd in the *City of Prahran Conservation Review*, 1993.

The *City of Prahran Conservation Review* graded the building as A2+ (almost certainly of regional significance). It is not presently listed on the Victorian Heritage Register or the Register of the National Estate, nor is it classified by the National Trust.

## SUMMARY OF RECOMMENDATIONS

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This report finds that 11-13 Cromwell Road is of regional significance and should be added to the schedule to the Heritage Overlay in the local section of the Stonnington Planning Scheme and nominated to the Australian Heritage Commission for inclusion in the register of the National Estate.

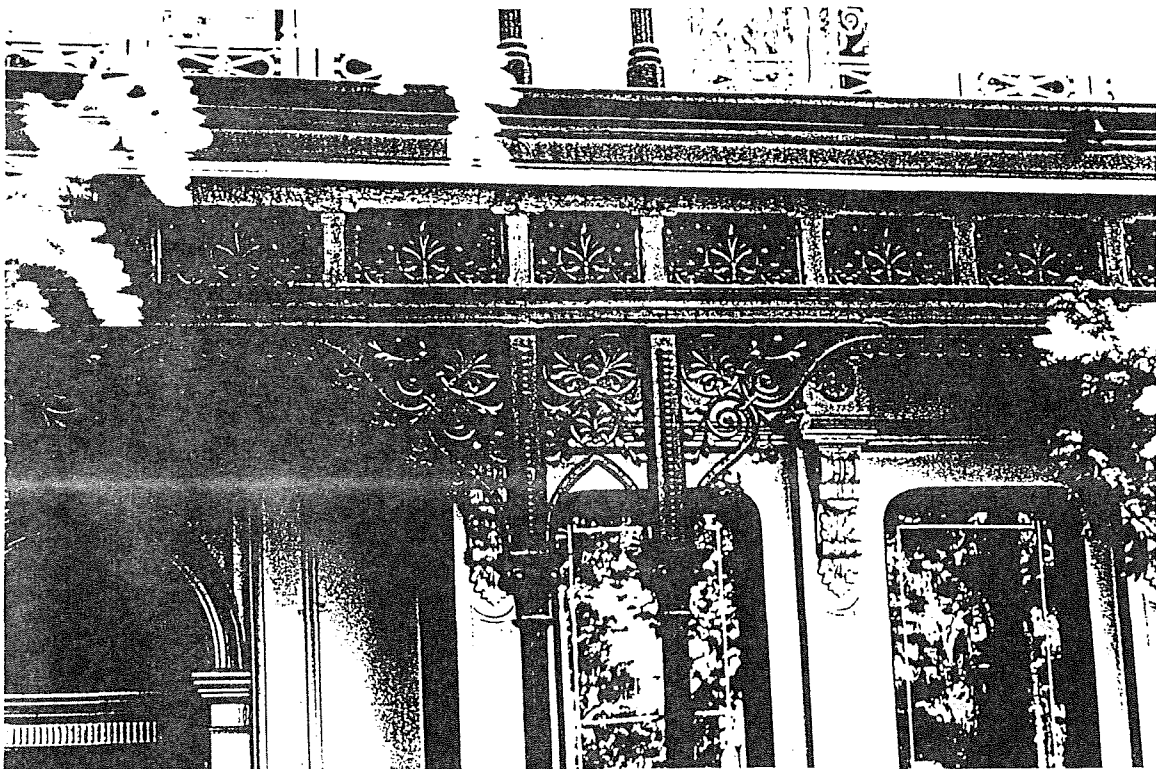


Illustration 1

Detail of cast iron and stucco work, 13 Cromwell Road, 1998.  
Source: Author's Collection.

## HISTORY

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Cromwell Road, formerly Dunster Road,<sup>1</sup> was created as a long residential street. The subdivision of the southern section of Crown Allotment 34 extended from Malvern Road to the fence surrounding Vaocluse. The area had been part of Hobson's Vaocluse Estate until the railway cut a swathe through the allotment in 1878.

In 1890, land at 11 Cromwell Road was sold to Dr James Fulton,<sup>2</sup> a hydropathic doctor and registered physician and surgeon.<sup>3</sup> A brick and weatherboard house appears to have existed on the site prior to 1890 and Fulton, was the owner/occupier of the adjacent property, number 9 Cromwell Road. By 1891, two brick residences, each of 10 rooms with a net annual value of 100 pounds, had been erected on the site.<sup>4</sup> Fulton moved into the house at 13 Cromwell Road, and number 11 remained empty. By the following year, Fulton's executors are rated as the owners of numbers 9, 11 and 13 Cromwell Road.<sup>5</sup> In 1895 number 11 was occupied by John Warren and 13 by Donald MacDonald. In 1900 Mrs Harriett Riley occupied 11 and Mrs Isabella Hope number 13. Isabella Hope was the daughter of James Fulton. In 1862 Isabella had married Arthur Hope who built and lived in the two storey mansion 'Bonnington'<sup>6</sup> at the east corner of Cromwell Road and Toorak Road.

Occupiers of 11 Cromwell Road have included John Barry, Donald McLean, Morgan Abrahams and Hector MacLennan. Gregor Wood, Alfred Mendoza, Jacob Freadman and Henry Merrick are all former residents of 13 Cromwell Road. In 1940, 13 Cromwell Road was listed as Cromwell Flats.<sup>7</sup>

In recent years 11 Cromwell Road has been divided into two units with separate entries. 13 Cromwell Road is now occupied as a family home.

## DESCRIPTION

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11 and 13 Cromwell Road are a pair of Victorian terrace houses located in the area between Malvern and Toorak Roads. They are set in a quiet tree lined residential area.

Each property is approached by way of a modest garden enclosed by a cast iron fence and gate, typical of many Victorian terrace houses. Overgrown plants partially obscure no. 11 from the street. Each house has a pair of entrance doors to its ground floor facade - one grand, one standard - in itself an unusual

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- 1 Dunster Estate, subdivision and sale notice, 1871, Prahran Local History Collection.
  - 2 City of Prahran Rate Book, 1890-1, Rate no. 1675.
  - 3 Betty Malone, South east section South Yarra, unpublished manuscript.
  - 4 City of Prahran Rate Book, 1891-2, Rate nos. 1703 & 1704.
  - 5 City of Prahran Rate Book, 1892-3, Rate nos. 1718-1720.
  - 6 Malone, South east section South Yarra, unpublished manuscript.
  - 7 Sands & McDougall Directories, 1905-1940, various years.

feature. 11 Cromwell Road has been divided into two flats. One flat uses the lesser entry as its front door, accessed via a central bitumen path. The other flat is accessed by the main front door on the south side. The two entrance doors to 13 Cromwell Road are still intact, as are the original tessellated paths to the verandahs of both terrace houses. On both verandahs, the paired columns and enclosed frieze cast iron work are significant features and embellish the facade, creating an exotic, filigree character.<sup>8</sup> The cast iron to the fences came from the Phoenix foundry, Elizabeth Street North, and it is likely the decorative iron to the verandahs and balconies also came from this source. The fenestration of the terrace houses are symmetrically distributed and the balcony has fine lacework in the balustrade. The parapets of both houses conceal the roofs from views in the street.

Externally, the terrace houses are substantially intact, however, both are in need of maintenance and the fence of 11 Cromwell Road is in need of repair. The Prahran Council Building Permits has no record of major alterations made to 11 Cromwell Road,<sup>9</sup> since records began after World War II. 13 Cromwell Road was altered in 1978<sup>10</sup> and this may have included the brick paving to the front garden to permit two off street car parks.

The architect of 11 and 13 Cromwell Road is not known. The richness of the ornament in these terrace houses has attracted suggestions that these terraces are the work of Norman Hitchcock,<sup>11</sup> but this is only speculative. Hitchcock lived and worked predominantly on the opposite side of the city and retired in 1895,<sup>12</sup> shortly after these terrace houses were built, factors which seem to weigh against such an attribution.

## ANALYSIS

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Built in the early 1890s, these flats represent a very late example of high Victorian design and taste. In the general hiatus of building of the early 1890s, this style of development was to be supplanted by the new, Queen Anne Revival influenced domestic modes.

The extent to which the buildings are intact, the richness of their stucco ornament and the quality of their cast iron fences and decorative lacework, all contribute to place these amongst the finer examples of high Victorian domestic terrace design in Stonnington and, indeed, the metropolitan area. While 13 Cromwell Road appears to have been refurbished in a sympathetic manner in recent years, the facade and cast iron of 11 Cromwell Road could support a degree of repair, minor reconstruction and maintenance.

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8 *Prahran City Council Data Sheet: 11 and 13 Cromwell Road.*

9 Prahran Council Building Permits.

10 Prahran Council Building Permits.

11 Context Pty Ltd, *City of Prahran Conservation Review*, Vol. 4, p 22.

12 Geoffrey Falk *Development of the architectural practice of Norman Hitchcock*, unpublished investigation programme held at Melbourne University 1972.

## ANALYSIS

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Earlier electric substations had been constructed by the M&MTB at Carlton, Ascot Vale and Camberwell (1924), Windsor (1925 - demolished) and South Melbourne (1926). The Windsor substation has since been demolished, and at the time of writing this report the Camberwell substation is under threat of demolition.<sup>7</sup>

As noted above, Monsborough completed a large number of buildings and a wide range of commission types while architect to the M&MTB. The South Yarra substation is not one of his best known or most prominently sited buildings, but it is one of the earliest buildings designed after his appointment, bears all the hallmarks of Monsborough's idiosyncratic, eclectic architectural idiom, and is believed to be one of only two surviving Monsborough buildings in the City of Stonnington, the other being the substation at Malvern (1930).<sup>8</sup>

## STATEMENT OF SIGNIFICANCE

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The MMTB substation at 2 Daly Street is of regional significance as a fine and representative example of the work of A G Monsborough, possibly the first completed after his appointment as architect to the M&MTB in 1926. It is also of social and historical significance for its associations with the electric trams in Chapel Street, so crucial to the development of this commercial strip in the early twentieth century, and with the other remnant tram-associated buildings along Chapel Street.

## REFERENCES

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Context Pty Ltd, *City of Prahran Conservation Review*, 1993.

Robert Green, unpublished registration information for the Wattle Park Tram Depot, Heritage Victoria.

Betty Malone, 'The north-west corner of Prahran (South Yarra). Punt Road to Daly Town, unpublished manuscript, Prahran Archives.

Metropolitan Tramways Board Annual Report, 30 June 1927.

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7 Conversation with Robert Green of Heritage Victoria, 9/12/97.

8 Biographical material relating to A.G.Monsborough is drawn from material prepared by Robert Green of Heritage Victoria as part of the registration of the Wattle Park Tram Depot.

## STATEMENT OF SIGNIFICANCE

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The domestic terrace pair at 11-13 Cromwell Road is of regional significance as a distinguished and substantially intact example of high Victorian design. The quality and integrity of the cast iron and stucco work to these buildings, along with elements such as the tessellated tile paths and verandah floors, contribute to their distinctive appearance and overall significance.

## REFERENCES

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City of Stonnington Council Building Permits.

City of Stonnington Data Sheets: *11 and 13 Cromwell Road*.

City of Stonnington Rate Books, 1890-1 and 1892-3, Prahran Local History Section.

Context Pty Ltd, *City of Prahran Conservation Review*, Vol 4.

Geoffrey Falk, *Development of the architectural practice of Norman Hitchcock*, unpublished investigation programme held at Melbourne University, 1972.

Betty Malone, *From Como house to Como city, a study in diversity* Prahran Historical Society, 1989.

Betty Malone, *South east section South Yarra*, unpublished manuscript.

Sands & McDougall Directories.

Sally Wilde, *The history of Prahran*, Melbourne 1993.

HERMES no. 31319

City of Stonnington Heritage Audit

Building Type Substation Place name —

Address 2 Daly Street

HO Number H0305 Grading A2/A1

Heritage Victoria X10 National Trust X10

Construction date 1927 Style Romanesque

Architect/designer AG Mansborough First owner MM TB.

o Place History Transcribe from report on file

o Descriptions Transcribe

Comparisons Transcribe

Significance Transcribe

Notes —

Ready to upload to Hermes?

Yes. I am not certain that this is the final report that was sent to the panel. Can we check?

## 2 DALY STREET SOUTH YARRA

### INTRODUCTION

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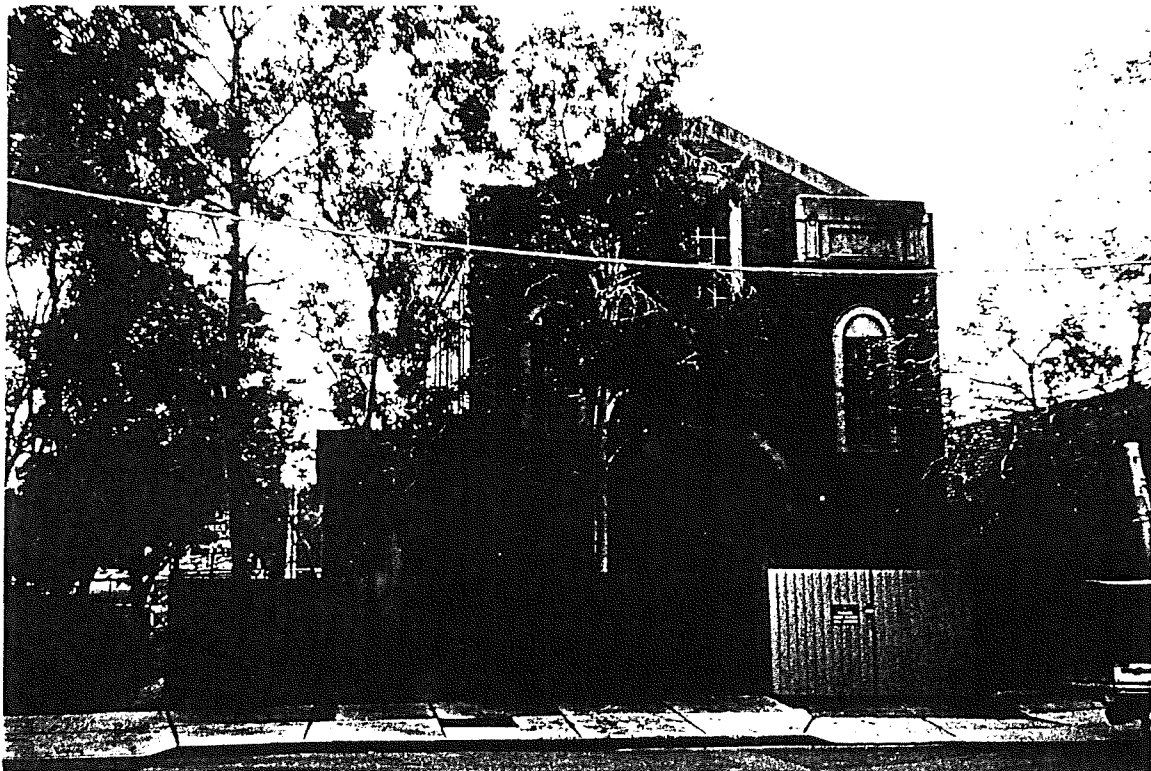
This report has been prepared by Bryce Raworth Pty Ltd in order to investigate the significance of the property at 2 Daly Street, South Yarra, and the appropriateness of its inclusion within the schedule to the Heritage Overlay within the planning scheme. The report builds on work carried out by Context Pty Ltd in the *City of Prahran Conservation Review*, 1993.

The *City of Prahran Conservation Review* graded the building as A2/A1 (of either state or regional significance). It is not presently listed on the Victorian Heritage Register or the Register of the National Estate, nor is it classified by the National Trust.

### SUMMARY OF RECOMMENDATIONS

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This report finds that 2 Daly Street is of regional significance and should be added to the schedule to the Heritage Overlay in the local section of the Stonnington Planning Scheme and nominated to the Australian Heritage Commission for inclusion in the register of the National Estate.



*Illustration 1*

*2 Daly Street, 1997.*

*Source: Author's Collection*

## HISTORY

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Daly Street is located in the south east corner of Crown allotment six where Daly Town developed as a slum area on low-lying land. The land and buildings were owned by D.B. Daly, an absentee landlord with a heavy mortgage. Daly carried out few repairs and in 1910 the Council declared the houses unfit for habitation. Daly was forced to sell the property and the tenants were ordered to vacate the premises. The new owner Dr Eustace Keogh submitted plans for the restoration of the area and most of the houses were demolished, a few were restored and the street was widened. Between 1911 and 1925 the area was transformed and Ameilda Crescent was created. The low lying swamp land was drained and eventually reclaimed.<sup>1</sup>

The 1920s was an important decade for this part of South Yarra. The developments - the new Church Street Bridge, the first electric trams along Chapel Street, the building of the high school on Forrest Hill and the new business that grew up in Toorak Road helped to bring the north end of Chapel Street in line with the rest of Prahran.<sup>2</sup>

The MMTB called tenders for the construction of a substation in Daly Street late in 1926. It was among their first projects carried out under the direction of MMTB architect, A.G. Monsborough. Tenders closed on 4 January 1927 and Clements Langford Pty Ltd were declared the successful tenderer with a tender sum of 2093 pounds. The substation was completed before July of 1927.<sup>3</sup>

## DESCRIPTION

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2 Daly Street is an M&MTB electric substation and switching station located in a quiet commercial street off Chapel Street. It forms part of a group of structures including the cable tram buildings on the corner. The substation was built from the 1920s<sup>4</sup> to service the new electric tram system as it passed through South Yarra.<sup>5</sup>

Positioned on the centre of the block, the substation is surrounded by a gravelled ground surface. A timber fence topped with barbed wire separates the property from the street. A few tall trees line the fence. The substation is a double storey symmetrical red brick building with an attached single storey along the western side. On both the main building and western side the walls are red brick and the steel framed fenestration is symmetrically disposed. On the front facade is a central arch with a relatively

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1 Betty Malone, 'The north-west corner of Prahran (South Yarra). Punt Road to Daly Town', pp. 11-12, unpublished manuscript, Prahran Archives.

2 Ibid.

3 Metropolitan Tramways Board Annual Report for the year ending 30 June 1927.

4 Context Pty Ltd, *City of Prahran Conservation Review*, Vol. 4, p 2.

5 Context Pty Ltd, *City of Prahran Conservation Review*, Vol. 4, p 2.



modern roller shutter door painted grass green. Near the top corners on the front facade are stylised, somewhat mannered geometric decorations of unpainted face cement. The side elevation on the western side has a number of blind windows described as series of blind arcaded panels on the upper storey. The windows below are regularly arranged but do not have concrete mouldings. A parapet roof conceals the roof material on the main building while a corrugated iron skillion roof covers the western side. The substation is notable for its intactness, and the building appears generally to be in good, original condition.

## ARCHITECT

The architect of 2 Daly Street was A.G.Monsborough.<sup>6</sup> Alan Gordon Monsborough was architect to the M&MTB for much of the inter-war period. During his tenure, he produced a huge variety of work ranging from signal boxes and substations to the Board's Head Office on Little Collins Street, Melbourne. He is probably best remembered for the fine buildings associated with the Wattle Park Tram Depot.

Monsborough was educated at Grenville College, Ballarat, before relocating to South Africa where he studied Architecture at the Transvaal University College. He was later articled to Mr Seton-Morris of London.

For a time, he served as a draughtsman and architectural assistant with the Johannesburg Municipal Council, working on public offices, tramway car sheds, fire stations, power stations, baths subways, bridges and housing. At the same time, he accepted a number of private commissions, which included, two large factories, a theatre, a club house, seven churches and two halls.

In the early 1920s, Monsborough returned to Australia and joined the newly formed Architects Department of the M.&M.T.B under Ivan Dimant. After Dimant's resignation in 1926, Monsborough was appointed architect and oversaw a period of massive expansion. As the board's architect, Monsborough was involved in the design of every conceivable type of tramway building from massive industrial structures for workshops and tram depots to the rural chalet and curators cottage at Wattle Park. Despite this extremely heavy workload, Monsborough was still able to build a weekend holiday home, in rustic stone, at Kalorama during the early 1930s.

Monsborough died in office on 8 April 1938.

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<sup>6</sup> Biographical material relating to A.G.Monsborough is drawn from material prepared by Robert Green of Heritage Victoria as part of the registration of the Wattle Park Tram Depot.