

# KOOYONG PRECINCT KOOYONG

## INTRODUCTION

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This report has been prepared by Bryce Raworth Pty Ltd in association with Di Foster, historian, in support of an amendment to the Stonnington Planning Scheme that will create an urban conservation area generally bordered by Toorak Road, Glenferrie Road and Talbot Crescent, Kooyong. The report builds on work carried out by Nigel Lewis Richard Aitken Pty Ltd in association with the Malvern Historical Society for the *City of Malvern Heritage Study*, 1992.

## SUMMARY OF RECOMMENDATIONS

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It is recommended that the area be protected as an Urban Conservation Area under the Stonnington Planning Scheme and be nominated to the Register of the National Estate.

## EXTENT OF URBAN CONSERVATION AREA

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The extent of the Urban Conservation Area is shown in the Heritage Overlay – HO181 - to the Stonnington Planning Scheme (Map 3HO).

## HISTORY

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East of Glenferrie Road, the area of Kooyong north of the present Glen Iris railway line extending to the line of Avenel Road, forms part of Crown Portion 21. At the first sales of Crown land in June 1840, Crown Portion 21, which included 60 acres bounded by Glenferrie Road, Gardiners Creek, the line of Avenel Road and Gardiners Creek (Toorak) Road, was purchased by solicitor Peter Ferrie, who became the first freeholder to settle on land that was to become part of the future City of Malvern. Ferrie had arrived at Port Phillip with his wife Elizabeth, in September 1839, and immediately commenced practice as a conveyancer and solicitor. The following year, Ferrie mortgaged some town land to obtain funds for the purchase and improvement of Portion 21. In January 1841 Ferrie obtained a loan of £1000 secured by a mortgage of lot 21, 'known by the name Glenferrie together with the farm-house and other buildings thereon'. In 1843, Ferrie was unable to meet his commitments under the mortgage of Glen Ferrie and lost the property.<sup>1</sup>

Over the next twenty years Glen Ferrie changed hands several times, until it was purchased by lithographer James Ferguson for £3375 in 1865.<sup>2</sup> An auction notice in December 1864, described the property as having 'extensive orchard with well-grown hedges on two sides, a weatherboard house of 8 rooms, with kitchen, oven, outhouses etc. and flower garden in front'.<sup>3</sup>

James Ferguson MLA, of Ferguson and Moore, engravers, lithographer & stationers, replaced Ferrie's house with a two storey brick mansion of 'fourteen rooms, two kitchens, storerooms, offices, stables and coach house'. The property also included 'shrubbery, garden, pasture and cultivation'.<sup>4</sup>

By 1900, R.E. Hayes occupied the property, which had been renamed Culbin. In 1902, with the subdivision of the Toorak Estate, Mernda Road, Moralla Road and Monaro Road were created with building allotments in Glenferrie Road, south of Mernda Road.<sup>5</sup> The following year Monaro Road was extended to meet Glenferrie Road, creating building allotments north of Mernda Road.<sup>6</sup> Culbin (Glenferrie) was retained on a reduced allotment. By 1910 George Stevenson occupied the property and the mansion was re-named Zeerust. Zeerust was demolished prior to the creation of Monaro Close in 1954.

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<sup>1</sup> Leslie Schumer, *Malvern Pioneers 1*, unpublished manuscript, Malvern Historical Society, 1979.

<sup>2</sup> Bower, op cit, plan 2.2a

<sup>3</sup> *Argus*, 28 June, 1871, p.3, cited in Miles Lewis, Melbourne Mansions Database, work in progress, Melbourne, 1999.

<sup>4</sup> Shire of Malvern rate book, 1884.

<sup>5</sup> Lodged Plan 4344, Bower, op cit, plan, 2.

<sup>6</sup> Lodged Plan 4449, Bower, op cit, plan, 2.

Land extending east from the line of Avenel Road to Gardiners Creek, formed part of Crown Portion 22. This allotment, purchased by John Moffat Chisholm, was also sold at the first land sales. Chisholm had arrived in the colony in 1838 and established a business as a draper, silk mercer and merchant tailor in Collins Street. He was one of the 'Twelve Apostles', a group of business men who gave guarantees to a bank to save one of their number from bankruptcy and were then called on to make good their undertakings.<sup>7</sup>

In August 1848, Chisholm sold Portion 22 to Matthew Neave, who also purchased the allotment south of Toorak Road (23A) the following year. Neave, with his wife Elizabeth and young son had arrived from Scotland in 1841 as assisted immigrants. Following time spent on a pastoral run at Flowerdale, Neave became licensee of the Prince Albert Hotel in Swanston Street. He leased his land at Gardiners Creek for two years before occupying it in 1851. Two years later he subdivided Portion 22 into 49 lots extending from Toorak Road to the creek, and divided by Western (Avenel) Road and East (Elizabeth) Road. South of Gardiners Creek Road, Elizabeth Street had been named for Neave's first wife who had died in 1850. Most of Neave's lots were sold in 1853, but the remaining four lots were sold in 1879, by which time Neave had left the Colony. Much of Neave's land included acres of rich river flats which attracted market gardeners and orchardists. James Cousins, Edward and William Hunt and George Cole settled in the vicinity of Elizabeth Street and the creek. On one of Cole's allotments near Gardiners Creek Road, a house was included in the sale.<sup>8</sup>

On, or close to the site of Cole's house, nurseryman William Bailey built a brick house in 1882. English-born Bailey had arrived in Victoria in 1861 and settled with his uncle as a nurseryman in Richmond for ten years. He gradually purchased 40 acres of land at Malvern, of which fourteen acres included Cole's weatherboard cottage of four rooms, kitchen and stable. Several houses in Elizabeth Street were leased from William Bailey by market gardeners, William Barnes and Thomas Kelly. Bailey was a member of the Malvern Shire Council for seven years, from 1880. Baileys brick house now stands at 90 Elizabeth Street.<sup>9</sup>

Meanwhile west of Avenel Road, Peter Ferrie's house had changed hands several times, before being purchased by lithographer James Ferguson in 1865.<sup>10</sup> An auction notice in December 1864, described the property as having 'extensive orchard with well-grown hedges on two sides, a weatherboard house of 8 rooms, with kitchen, oven, outhouses etc. and flower garden in front'.<sup>11</sup> James Ferguson MLA, of Ferguson and Moore, engravers, lithographer & stationers, replaced Ferrie's house with a two storey

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<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Carlotta Kellaway, Research into 90 Elizabeth Street, National Trust of Australia (Victoria), Ref. no. 1151.

<sup>10</sup> Bower, Rob, *Malvern: A History of the Subdivision, 1840-1989*; unpublished manuscript, Malvern Archives.

<sup>11</sup> *Argus*, 28 June, 1871, p.3. ( cited in, Miles Lewis, Melbourne Mansions Database, University of Melbourne, work in progress, 1999).

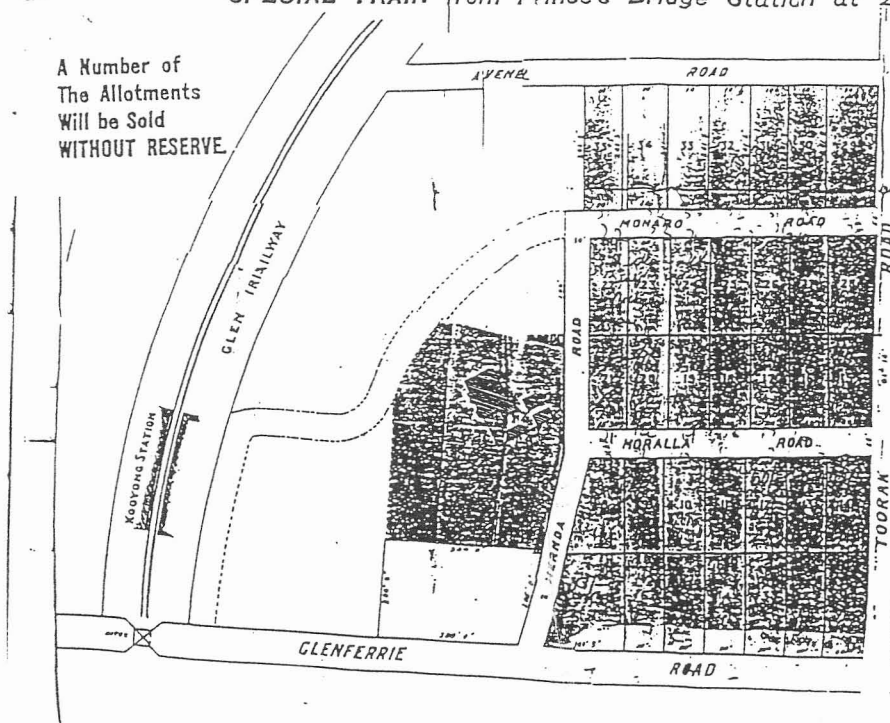
brick mansion of 'fourteen rooms, two kitchens, storerooms, offices, stables and coach house'. The property also included 'shrubbery, garden, pasture and cultivation'.<sup>12</sup> In 1890 the new railway line to Glen Iris cut a swathe through both the Glenferrie estate and Bailey's land, cutting off the flood-prone river flats. Chinese market gardeners continued to use the land between the railway and the creek well into the twentieth century.

## SPLENDID BUILDING SITES

Also, THE BEAUTIFUL HOME ON THE ESTATE.

SPECIAL TRAIN from Prince's Bridge Station at 2.40 p.m.

A Number of  
The Allotments  
Will be Sold  
WITHOUT RESERVE.



SATURDAY, 27th SEPT

ON THE ESTATE, AT THREE O'CLOCK

THE Subdivision of this Property affords :  
on very Easy Terms, a Building Lot in  
of Melbourne's Best Suburbs.

The Railway Station is on the Estate, and  
of State Government House, Toorak Tram, and

The Land will be sold with a condition t  
any Building erected thereon shall be of Brick

The Vendor will make advances by Progre  
Buildings. Interest 6 per cent.

**TERMS.**—10 per cent Cash; Balance C  
Years. Interest 3 per cent. per

**W. L. BAILLIEU**  
AUCTIONEERS

SOLICITORS: Messrs. BLAKE & RIGGALL W  
SURVEYORS: Messrs. MUNTZ, BAGE & RUSSELL Ba  
that there is Perfect Drainage & ev.

Illustration 1

Toorak Estate Subdivision, 1902.

In 1902 the subdivision of the Toorak (Glenferrie) Estate, created building allotments on the west side of Avenel Road.<sup>13</sup> The MMBW plan of that year shows Glenferrie with its sweeping carriage-drive leading from Glenferrie Road and the stables located north of Avenel Road. East of Avenel Road, William Bailey's house is shown between Elizabeth Street and the railway line. Avenel Road and Elizabeth Street extend north across the flood-plain to the creek, with several cottages in both streets.<sup>14</sup>

<sup>12</sup> Shire of Malvern rate book, 1884.

<sup>13</sup> Lodged Plan 4344, Bower plan, 2.

<sup>14</sup> MMBW plan, 1902.

In 1909, a pair of brick houses were built in Elizabeth Street, for workers at the City Brick Works, which were located south of Toorak Road.<sup>15</sup>

The Hunt family were market gardeners, who owned and occupied much of the land bounded by Avenel Road, Toorak Road, Elizabeth Street and the creek. With the subdivision of the Kooyong Estate in 1916, Norford Grove was created and named after a Hunt family name.<sup>16</sup> Allotments were also created on the east side of Avenel Road.<sup>17</sup>

In 1925 Bailey's Estate was subdivided into nine allotments with frontages to Toorak Road and Elizabeth Street. Although Bailey had moved to Narre Warren, he continued to own his Malvern properties and the sale included Bailey's two storey brick residence on lot 4 and a weatherboard cottage with extensive stabling on lot 1.<sup>18</sup> A later subdivision created building allotments in Elizabeth Street North and in Talbot Crescent, south of Elizabeth Street.<sup>19</sup> Sutton Street had been created in Neave's 1853 subdivision and Talbot Crescent, formerly railway land, was proclaimed a public highway in 1904.<sup>20</sup>

The present day streets of Kooyong show two distinct development patterns, with Avenel Road marking the boundary. West of Avenel Road, the Glen Ferrie mansion estate dominated the area until it was subdivided early this century into residential allotments. East of Avenel Road, although roads were created in an early subdivision, the area was largely developed as market gardens, with a few houses built to accommodate gardeners. William Bailey's substantial brick house in Elizabeth Street remains from this period. With the subsequent subdivision of Bailey's nursery and the adjacent market gardens the area gradually developed in the twentieth century. North of the railway line, the line of residential development in the twentieth century appears to coincide with the flood line shown on the 1902 MMBW plan. By the Second World War, little vacant land remained south of this line.<sup>21</sup>

## DESCRIPTION

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The urban conservation area comprises two pockets of largely Federation and interwar housing neighbouring the railway line near the Kooyong station.

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<sup>15</sup> 73-75 Elizabeth Street, Nigel Lewis & Richard Aitken, in association with the Malvern Historical Society Inc, *Malvern Heritage Study*, City of Malvern, 1992.

<sup>16</sup> Norford Grove, LP6886 1 June 1916; Hunt family history file, Malvern Archives.

<sup>17</sup> Kooyong, subdivision and sale notice, undated, c.1916, Malvern Archives.

<sup>18</sup> Bailey's Estate, subdivision and sale notice, 31 January 1925, Malvern Archives.

<sup>19</sup> Kooyong Park Estate, subdivision plan and sale notice, undated, Malvern Archives.

<sup>20</sup> Bower plan 2.

<sup>21</sup> MMBW plan, c.1940.

The portion of the area to the north of the railway line consists of Talbot Crescent and the northern section of Elizabeth Street. The character of this area is defined by mature gardens, the Righetti oval which forms a backdrop to the area as a whole and the generous, heavily planted railway reserves which occupy the entire southern side of the street. Housing dates typically from the interwar period and encompasses a range of styles and housing types including, a number of substantial buildings drawing inspiration from English Revival sources (35, 37, 39 and 59 Talbot Crescent), a range of semi detached housing which includes an unusual modern design found at 77/79 Talbot Crescent and repeated at 114/116 Elizabeth Street, a number of unusual attic storey residences including the large bungalows at 9 and 15 Talbot Crescent and a range of interwar flats including those at 3, 5 and 61 Talbot Crescent. Little modern redevelopment has occurred although a number of large brick fences have been constructed in response to noise generated by the nearby railway.

To the south of the railway, Avenel Road, Norford Grove, Elizabeth Street combine to create a crescent which begins and ends at Toorak Road. The absence of through traffic and the presence of the railway reserves on the north side of Norford Grove results in a second quiet pocket of interwar housing. In this area, housing stock is more typical of contemporary housing throughout the inner eastern suburbs. It contains a range of bungalows and villas noteworthy for their unusually high quality and integrity. The area is also distinguished by a small number of notable individual buildings such as the terrace houses at 73-75 Elizabeth Street and an unusual villa dating from the early 1880s and located at the rear of 90 Elizabeth Street. The building stock of Moralla Road, the southern portion of Monaro Road, the east side of Glenferrie Road and the north side of Toorak Road continues the interwar themes established in Avenel Road, containing substantial villas and bungalows on broad allotments. While each streetscape is occasionally broken by modern residential buildings, these are generally of a scale, setback and form broadly complementary to the character established in the older building stock. At the heart of the area is the mansion Wyalla, designed by Walter Butler in 1907 and considered one of his key buildings.

## ANALYSIS

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The Kooyong area is unusual within the municipal area as a series of streetscapes that are largely intact with respect to their Federation and/or interwar state. The integrity and strong period character of streets such as Moralla Road, Talbot Crescent and Elizabeth Street, is of particular note. The built form character of the area is distinct from that of Toorak to the west or the Stonington and Moorakynne estate areas to the south, in that the housing is typically somewhat more modest and the topography gentle in its undulation toward the low lying river flats to the north.

The closest comparison in terms of character might be found with sections of Armadale and Malvern developed in the same periods, although most such areas have since undergone a more noticeable degree

of change through the introduction of postwar flats and, more recently, multi-unit housing developments. The northern section of Monaro Road and other parts of the overall Kooyong area which do not retain an appropriate degree of integrity or early twentieth century character have been excluded from the proposed area.

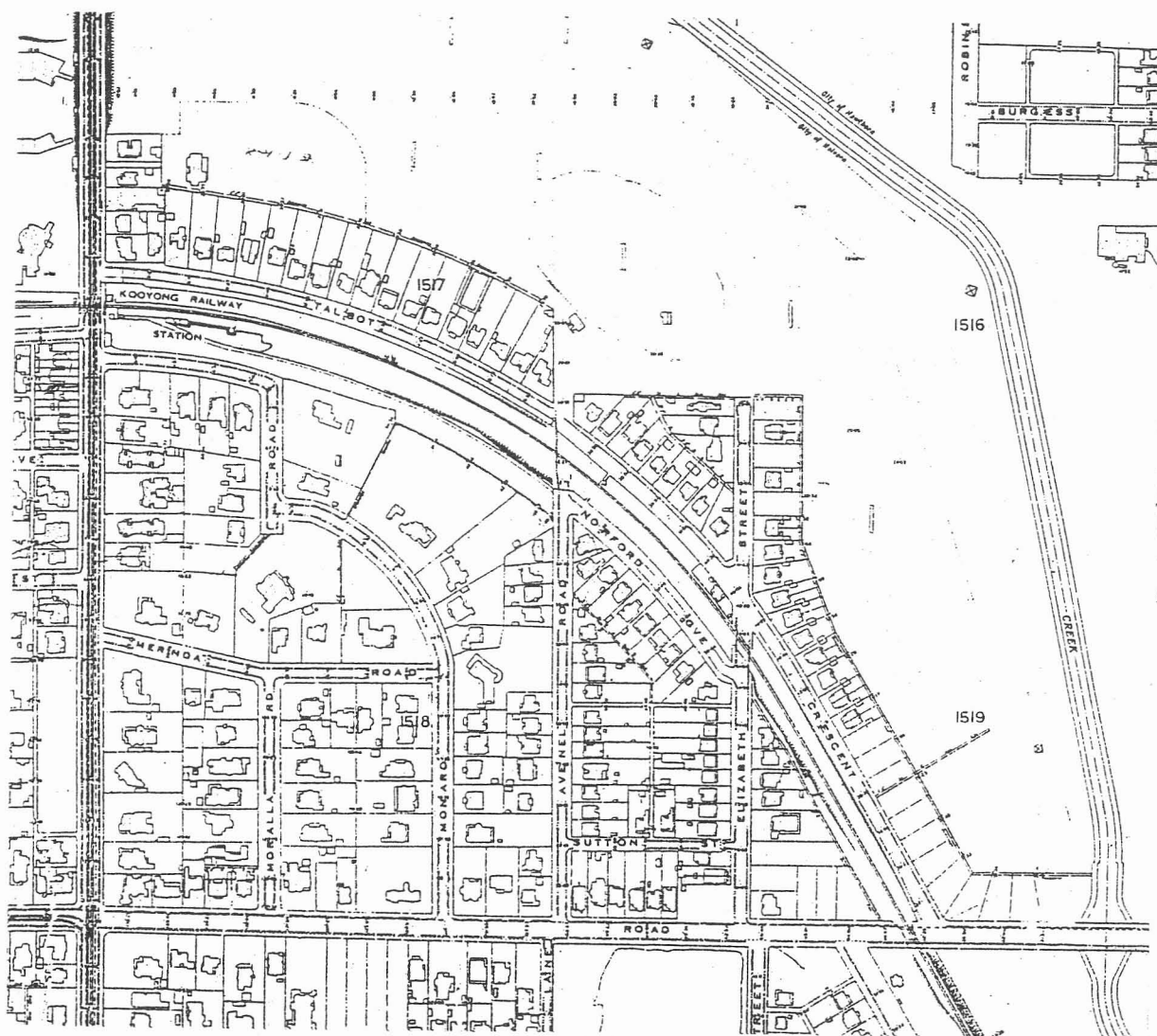


Illustration 2

Detail, MMBW detail plan, c. 1950.

The proposed urban conservation area does not have the distinctive interwar character found in the Moorakynne and Stonington estates to the north, with their concrete roads, large houses, steeply rising land and dense canopy trees, but is nonetheless representative of the type of development found in a substantial proportion of the housing in the broader municipality.

A key element in the significance of the overall area is the fact that it unites a number of important streetscapes. Moralla Road and the south end of Monaro Road are of an unusual integrity to their interwar condition, and Talbot Crescent is distinctive both for its curved street layout and for the unusually consistent two storey scale and bulk of its buildings, many of which are semi-detached houses or flats.

## STATEMENT OF SIGNIFICANCE

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The Kooyong area is of local heritage significance as an architecturally interesting and diverse group of interwar dwellings and streetscapes which include several substantial buildings of state significance.

## REFERENCES

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- Bailey's Estate, subdivision and sale notice, 31 January 1925, Malvern Archives.
- Bower, Rob, 'Malvern: A History of the Subdivision, 1840-1989; unpublished manuscript, Malvern Archives.
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- MMBW plans, 1902 & c.1940
- Nigel Lewis & Richard Aitken, in association with the Malvern Historical Society Inc, 'Malvern Heritage Study', City of Malvern, 1992.
- Schumer, Leslie, 'Malvern Pioneers 1', unpublished manuscript, Malvern Historical Society, 1979, Malvern Archives.
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**APPENDIX**

**SCHEDULE OF BUILDINGS, DESCRIPTIONS AND  
RECOMMENDED GRADINGS**

**AVENEL ROAD**

<i>Street No.</i>	<i>Grading</i>	
<b>West Side</b>		
1	B	Interwar villa with attic storey.
3	-	Single storey villa.
5	B?	Double storey villa.
7	B	Single storey interwar villa.
9	B	Single storey interwar villa with two storey additions at rear.
11	B	Double storey interwar villa
15	B	Single storey interwar villa with attic and garage additions.
17	B	Double storey interwar villa with garage additions.
21	-	Tennis court at rear of 13A Monaro Road.
23	-	Single storey modern villa with basement parking.
25	B	Single storey interwar villa.
27	C	Single storey interwar villa.
29	B	Double storey interwar villa.
31	B	Double storey interwar villa with garage additions.
<b>East Side</b>		
2	B	Single storey Federation villa.
4	C	Single storey Federation villa.
6	C	Single storey Federation villa.
8	-	Two storey modern house.
10	B	Single storey Federation villa.
12	-	Single storey modern villa.
14	-	Single storey modern villa.
16	-	Double storey modern villa.
18	-	Vacant ? Formerly interwar villa with attic storey.
20	B	Fernleigh. Single storey interwar villa with non-contributory carport and fence.
22-24	B	Double storey interwar villa.
26	B	Single storey interwar villa.
28	C	Single storey interwar villa with ground floor additions.

**ELIZABETH STREET**

<i>Street No.</i>	<i>Grading</i>	
<b>West Side</b>		
73/75	A1	Single storey late Federation pair. Semi detached.
77	-	Double storey modern villa.
<i>Sutton Street</i>		
79	B	Single storey Federation villa.
81	B	Single storey Federation villa.
83	B	Single storey Federation villa.
85	-	Single storey modern villa.
87	-	Double storey modern villa.
89	-	Single storey modern villa.
91	C	Single storey Federation villa.
93	C	Single storey Federation villa.

*Railway Line*

99	-	Double storey villa under construction.
101	B	Single storey interwar villa.
103	B	Single storey interwar villa with first floor additions.
105	B	Double storey interwar villa.

**East Side**

84/84A	B	Double storey interwar villa.
86/86A	B	Double storey interwar pair. Semi detached.
88	B	Single storey interwar villa.
90	B/B	Includes interwar villa with attic storey at front of block and two storey Victorian villa at rear.
92	B	Single storey interwar bungalow with carport additions.
94	B	Single storey interwar villa.
96	B	Single storey interwar villa.
98	B	Single storey interwar villa.

*Railway Line*

102/104	B	Double storey interwar pair
106/108	B	Double storey interwar pair.
110/112	B	Double storey interwar pair. Semi detached.
114/116	B	Double storey interwar pair. Semi detached.
118/120	B	Double storey interwar pair. Semi detached.
122-124	B	Single storey interwar villa.
126/128	B	Double storey interwar pair. Semi detached.
130	B	Double storey interwar villa.

**GLENFERRIE ROAD***Street No.      Grading***East Side**

398/398A	C	Altered Federation villa.
400	B	Single storey Federation villa.
402	B	Single storey Federation villa.
404	A1	Double storey Federation villa
406	B	Single storey interwar villa.
406A	-	Single storey modern villa.
410	B	Double storey interwar villa.

*Mernda Road*

414	-	River Crest. Three storey modern flats.
416	-	Single storey modern units.
418/418A	B	Double storey interwar pair. Semi detached.
420	B	Double storey interwar villa.
422-426	A1	Denby Dale. Double storey interwar flats and double storey interwar villa.
428	-	Quarrendon. Double storey modern apartments.
430	-	Double storey modern villa.

*Monaro Road**Railway Line*

Signal Box	B	Double storey structure
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*Talbot Crescent*

434	?	?
1/444&2/444	?	?

**MERENDA ROAD***Street No.      Grading***South Side**

2A	-	Modern house.
2	B	Double storey interwar villa.
<i>Moralla Road</i>		
4	B	Double storey interwar villa.
6	C	Modified interwar bungalow.

**MONARO ROAD***Street No.      Grading***West Side**

22	B	Interwar attic storey bungalow.
24	B	Interwar attic storey bungalow.
26	B	Interwar attic storey bungalow.
28	B	Interwar attic storey bungalow.
30	-	Modern house.
32	B or -	Double storey interwar villa or Modern house.

**East Side**

13a	A1	Double storey Federation house. (HO83)
15	B	Interwar villa.
17	B	Interwar villa.
19	B	Interwar bungalow.
21	B	Attic storey interwar bungalow.
23	B	Interwar bungalow.

**MORALLA ROAD***Street No.      Grading***West Side**

5	-	Modern house.
7	B	Double storey interwar villa.
9	B	Federation villa.
11	B	Attic storey interwar bungalow.
13	B	Double storey interwar villa.
15	B	Federation bungalow.

**East Side**

2A/2B	-	Single storey modern residences.
2	B	Attic storey interwar bungalow.
4	B	Federation bungalow.
6	-	Modern double storey house.
8	B	Interwar double storey villa.
10	C	Interwar villa, modified.

**NORFORD GROVE***Street No.      Grading***West Side**

2	B	Single storey interwar bungalow.
4	B	Single storey interwar bungalow.
6	B	Single storey interwar villa.
8	B	Single storey interwar villa.
10	B	Single storey interwar bungalow with two storey additions at rear.
12	B	Single storey interwar bungalow.
14	B	Single storey interwar bungalow.
16	B	Single storey interwar bungalow.

**SUTTON STREET***Street No.      Grading***North Side**

1	B	Single storey interwar villa.
3	B	Single storey interwar bungalow with rear additions.

**South Side**

2	-	Outbuilding at rear of 725 or 737 Toorak Road?
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**TALBOT CRESCENT***Street No.      Grading***North Side**

3	B	Double storey interwar villa.
5	-	Vision Resource Centre.
7	B	Single storey interwar bungalow.
9	B	Interwar bungalow with attic storey.
11/13	B	Double storey interwar pair. Semi detached.
15	B	Interwar villa with attic storey.
17	-	Vacant land.
19	B	Double storey interwar bungalow.
21	B	Interwar bungalow.
23/25	-	Double storey modern pair. Semi detached.
27	B	Double storey interwar villa.
29	B	Single storey interwar villa.
31	B	Double storey interwar villa.
33	-	Double storey modern villa.
35	B	Double storey interwar villa.
37	B	Double storey interwar villa.
39	B	Double storey interwar villa.

*Entrance to Righetti Oval, Kooyong Park.*

45	B	Double storey interwar villa.
47	B	Single storey interwar villa.
49	B	Single storey interwar villa.
51	B	Single storey interwar villa.
53	B	Double storey interwar flats.
55	B	Double storey interwar flats.
57	B	Double storey interwar flats.
59	B	Double storey interwar flats.
61/61A	B	Double storey interwar flats.

*Elizabeth Street*

65/67	B	Double storey interwar villa with some modifications.
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69/71	B	Single storey interwar villa.
73/75	B	Double storey interwar pair. Semi detached.
77/79	B	Double storey interwar pair with some modifications. Semi detached.
81/83	B	Double storey interwar pair. Semi detached.
85/87	B	Double storey interwar pair. Semi detached.
89/91	B	Double storey interwar pair. Semi detached.
93-95	B	Double storey flats.

### **TOORAK ROAD**

#### ***Street No.      Grading***

##### ***North Side***

689	B	Double storey interwar villa.
691	B	Double storey interwar villa.
693-695	B	Double storey interwar/postwar maisonettes.
697-699	B	Double storey interwar/postwar maisonettes.

##### ***Moralla Road***

701-703	-	Modern villa
705	C	Double storey interwar/postwar villa.
707	B	Double storey interwar villa.
709	-	1950s house.
711-713	B	Double storey interwar villa.

##### ***Monaro Road***

715	B	Attic storey interwar bungalow.
717	B	Interwar villa.
719	A2	Double storey interwar villa.

##### ***Avenel Road***

721	B	Interwar bungalow with attic storey.
723	B	Single storey interwar bungalow.
725	-	Modern villa.
727	B	Single storey Federation bungalow.
729	B	Interwar bungalow with attic storey.
731	B	Single storey interwar villa.
731A	-	Modern villa.